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Leslie's

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LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

EDITED BY JOHN A. SLEICHER

"In God We Trust"

CXXIII

THURSDAY, AUGUST 31, 1916

NO. 3182



HANGING BY A BRAKE ROD

GRANTELL

A peculiar accident at North Rochester, Pa., where a freight car was run off the end of an elevated siding at the H. C. Fry Glass Company's works, and lodged on the roof of a factory. The front truck was torn loose from the car and hung down as shown in the photograph, its entire weight being borne by the brake rod, three-quarters of an inch in diameter.

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SUBSCRIPTION OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. European Agent: Wm. Dawson & Sons, Ltd., Cannon House, Breman's Bldg., London, E. C., England. Annual cash subscription price \$5.00.

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ITALY'S SOLDIERS UNDER FIRE

FROM DONALD C. THOMPSON, STAFF PHOTOGRAPHER FOR LESLIE'S



EARTH-SHAKING SHELLS

The explosion of an Austrian obus almost on the parapet of a first-line trench in the Alps, where the Italians have struggled for more than a year with their hereditary enemies. Note the men hugging the ground until the missiles from the bursting shell have passed. Their rifles are in place along the upper part of the parapet. Both sides have dragged heavy artillery up almost impassable mountain slopes, and bombard each other with large-sized shells.



PREPARED FOR AN ASSAULT

Italian soldiers in a trench in anticipation of a rush from their enemies. Such rushes are always preceded by a furious bombardment, which is relied upon to demoralize the defenders of the trench to be stormed. Then the fire lifts to a point behind the trench and the infantry comes on with a rush. The picture above shows a trench being bombarded, the lower one shows a part of the same line fully manned.

E D I T O R I A L

LET THE THINKING PEOPLE RULE!

AN AGE OF LUXURY

A N age of luxury is always an age of decadence. When the simple life is given up, temptation begins.

When a man or a woman sacrifices thrift for the love of luxury, it is a day of evil foreboding, for the love of luxury puts a premium on discontent.

A taste for luxurious food and drink is followed by a desire for expensive garments, silks, satins, laces and jewels, things that add nothing essentially to comfort or the joy of living.

The story of the decadent nations is always the same. When the simple life was abandoned, an era of luxury set in and extravagance drained the nation's resources.

Right living went the way of plain living. Luxury, extravagance, and vice follow each other in natural sequence.

A luxurious nation finds its resources swept away, its patriotism sacrificed to effeminacy and its physical well-being to the common vices of mankind.

Thoughtful men in this day of abnormal prosperity are endeavoring to impress the lesson of thrift on the American people, but the drift is all the other way, here and everywhere. It has always been so.

It is a situation full of danger and the oft-repeated warning is given again in the hope that some may listen and profit, though many scoff and suffer.

Don't blame the prosperous worker if he apes the opulent drone. When the latter spends \$100 a plate for a dinner, bedecks himself with gaudy jewels, bestows \$100,000 necklaces on wife, daughter or favorite, let no one wonder that these flagrant examples of extravagance exert an evil influence on those who toil for their daily bread.

The influence of a bad example is proverbial. Rich as well as poor need to be taught the lessons of right living and right doing.

And in this age of luxury, the thoughtful rich whose benefactions endow universities, hospitals and foundations such as the Rockefeller Institute, to search out the causes of infantile paralysis, and other diseases that plague rich and poor alike, deserve the highest commendation.

It would be well if the good examples they set were more generally followed.

LABOR'S INDEPENDENT VOTE

SENATOR SHERMAN, of Illinois, on the floor of Congress recently denounced Sam Gompers as "a public nuisance." He said, "I have been owing this to Mr. Gompers for some time and I am handing it to him now, and I am responsible politically and personally."

This sounds much like the defiance uttered by Representative J. Hampton Moore, of Pennsylvania, in the House of Representatives, when he opposed the labor exemption clause in the Clayton Bill and was challenged to oppose Mr. Gompers and his associates who sat in the gallery. Mr. Moore proceeded at once to defy the political labor leaders and said he would take no orders from them. He was threatened when he sought re-election, but he went back to the House with a bigger majority than ever.

Sam Gompers now announces that he does not claim to control the labor vote. He says: "I have not the power to deliver the vote of any man or group of men." It wasn't necessary for Mr. Gompers to make this confession. When he ran for member of the Constitutional Convention of the State of New York, not long ago, and was supposed to have every workingman in the State behind him, he was badly defeated.

We have often said that no political labor leader can deliver the votes of the workingmen. No class in the community is more independent at the polls than the man who works in the shop, the factory, the counting room or the office, whether he is an organized or unorganized worker.

It is passing strange that for so many years a few fat, well-fed, high-salaried political labor agitators have been able to wield the club over the vote-seeking politicians of both parties.

That day has gone by.

THE DAWN

BY THOMAS CARLYLE

MAN has walked by the light of conflagrations and amidst the sound of falling cities, and now there is darkness and long watching until it be morning. The voice of the faithful can but exclaim: As yet strikes the twelfth hour of the night. Birds of darkness are on the wing, specters arise, the dead walk, the living dream. Thou eternal Providence will cause the day to dawn.

LEVELING INFLUENCE OF WAR

IN this country it is no extraordinary thing for rich and poor to be associated in common tasks. All classes work together in community enterprises. The same is true in politics, and no employer is ashamed to roll up his sleeves and help his workmen in a pinch. But the biggest leveler of all is war. The man who, in civil life, occupies a menial position now becomes an officer issuing commands to millionaire privates. In the National Guard at the Texas border, the man accustomed to drive his own \$10,000 motor car works side by side in the trench with a former teamster, while a member of the Stock Exchange salutes an ex-elevator operator and addresses him as "Sir."

With us this is not revolutionary, but in England where class distinctions have always been extremely strong, the changes wrought by the war have been amazing. All the social conventions to which the English people have been accustomed for centuries, and which have been looked upon with veneration, have been brushed aside under the stress of the country's defense. The British Army has learned to practice the democracy which has always been the strength of the French Army, where promotion depends not upon financial or social position but upon ability, where the path to the highest position is open to the humblest private. When the fighting is over Tommy Atkins will carry back to private life this leveling influence which will sweep aside, once for all, the extreme class distinctions of English social life.

LET THE PEOPLE RULE!

EDNA LOFTUS, a former London music hall favorite, who married a millionaire from whom she separated, recently died alone and friendless in San Francisco.

President Hibben of Princeton says: "There has been too much talk in our country of the rights of man. The time has come to emphasize the common duties of man."

Dr. Charles H. Mayo, President of the American Medical Association, says: "The Slavs will be the coming nation of the earth. Ours is destined to be a commercial nation, one of the meanest of types."

At the Jamestown Exposition in 1907, after Mr. Hughes, then governor of New York, had spoken, Dr. Woodrow Wilson inquired of the crowd "What shall we do with Governor Hughes?" Someone replied "Make him President."

A prominent newspaper writer recently printed this statement: "With a few honorable exceptions the United States Senate is a composition of ignorance, selfishness, avarice, political greed, stupidity, blatancy, flamboyance and asininity to be equaled only by the same composition found in the House of Representatives." *The Congressional Record* costs \$4.20 a page.

S. W. Straus, President of the American Society of Thrift, says that of 20,000,000 families occupying homes in the United States, 10,700,000 are renters. Of the 9,000,000 who live in their own homes 6,000,000 are free from debt and 3,000,000 carry mortgages. Of every 100 widows only 18 are left in comfortable circumstances, while 47 are obliged to work and 35 are left in want.

And the people still rule!

THE PLAIN TRUTH!

FOOLS! The light is breaking. The muckraker and the yellow journalist have had their day even in the South where for a long time they were the vogue. In an unusually interesting and instructive editorial, the Jacksonville, Fla., *Times Union*, commenting on the failure of the usury law in that State and of the law taxing gasoline, says: "The fool legislators, who are hailed as the champions of the dear people, and the fool consumers paid a tax for the Standard Oil to the State of Florida. This is the sort of reform legislation that makes us all happy, for

only the fools pay and they never have sense enough to hit the guilty man." Enforcing its argument, our contemporary says: "Intelligence always controls and you can't tax brains without hurting everybody, because brains will find a shield against blind prejudice, however justified the attack may be in truth and in fact."

TEXAS! The fact that Illinois, New York and Pennsylvania pay more than half the income and corporation taxes that the Federal government collects leads to the comment by the Fort Worth, Texas, *Record*, that these three States should pay because they have more millionaires than all the other forty-five States combined. Conceding this, we cannot concede the further statement of our esteemed contemporary that "producers of raw wealth never grow rich." Texas has a number of millionaires who have grown rich from raw wealth and promises to have many others. One of these is the owner of an enormous cattle ranch, another is prominently identified with the Texas Oil Company, and if the development of the mineral resources of Texas continues the list of its millionaires will rival that of any other State. Let Texas be proud of this prospect and emulate rather than envy those who have achieved success.

RUSSIA! The awful story of the devastation wrought in Europe by the war has not been told. Possibly it never will be. Appeals for help have been heard from many quarters. None is more pressing than that which comes from devastated homes laid waste in Russia. We are glad to know that a Russian-American Relief Association has been organized with Mrs. Charles H. Boynton as President. A Russian Bazaar will be held in New York City the first week of December, all the proceeds of which will be forwarded by the American Relief Association, under the auspices of Mme. Bakmeteff, wife of our Russian Ambassador, to the Imperial and officially recognized organizations in Europe for distribution among the sick and wounded and the needy widows and orphans. This cause appeals to the kind-hearted and sympathetic and it is hoped that a steady stream of relief will flow into the depository of the association, the National City Bank of New York.

EVERYBODY! A soldier at Camp Wilson, Texas, writing from the Army Y. M. C. A. in the field, says: "LESLIE's surely makes a hit with the boys. Copies have only been in camp two hours and they are all thumb-worn. Everybody wants to read them and can't wait for the next copies to come." Doesn't this suggest to relatives and friends that they can do no more acceptable thing than to send LESLIE's regularly to the brave boys at the front? It can be sent for three months for \$1.25 to any address. And would it not be well for subscribers to send their old copies to the Y. M. C. A. camps along the border? Some, we know, are doing this. Publications like LESLIE's are not cast aside, but pass from hand to hand. A subscriber at Patchogue, N. Y., writes that after reading his copy, he sends it to a friend in Buzzards Bay, Mass. It then passes to still another friend and finally to a family in West Virginia. A subscriber in Hongkong writes that after the family and neighbors have read their LESLIE's, it is sent to a Chinese Mission School to the delight of a hundred pupils. In many schools throughout the country LESLIE's is regularly used as a text book on current history. Of the issue this week, it is not surprising that fully 400,000 copies go directly into homes.

PERILS! We hear of the perils attending the moving picture actors, while performing some of their dangerous feats, but the public hears very little of the perils of photographers. Mr. James H. Hare, the dean of war photographers, now on the British front for LESLIE's, was stunned by a bomb explosion in Brussels when the Germans entered that city. Another of LESLIE's war correspondents, Mr. Donald Thompson, who has just returned from the scene of war, on a brief furlough, was twice wounded in the head by fragments of shells; the first time two years ago while with the German army, and recently while with the French army. He is now under the care of an American surgeon in this city. Not only war photographers take chances. Professor Arthur C. Terrill, of the Department of Mining Engineering of the University of Kansas, commenting on the photograph of a coal dust explosion, in a mine near Pittsburg, Kansas, published in LESLIE's July 13, 1916, writes us that such pictures are very rarely obtained and that the persistence of the photographer, Mr. Pellegrino, deserved to be rewarded, for "he was knocked flat by the explosion at the time he took the picture." LESLIE's is daily in receipt of interesting photographs by amateurs from every part of the world and pays liberally for any found acceptable.

MEN WHO ARE MAKING AMERICA

LOST, JACOB H. SCHIFF! WHERE HIS PARTNERS FOUND HIM AT HEIGHT OF NORTHERN PACIFIC PANIC--ONE IMMIGRANT'S RISE

BY B. C. FORBES

JACOB H. SCHIFF has peculiarities.

He has never had a private secretary; he personally attends to every letter addressed to him, often giving first attention, not to business communications, but to charity mail.

He has never subscribed to a press clipping bureau and hardly ever looks at articles printed about himself or his activities.

"I would like you to let me have a look at data about yourself, including the best sketches that have been written about your career," I said to Mr. Schiff when I found he had been named as one of America's "Fifty Foremost."

"I have not kept one word printed about myself and I don't think my son or anyone else has. You don't need any clippings to write an article about me. You have known me very well for many years, you know all about me. And"—this with a twinkle—"if you like, I promise to read what you print."

Which was not particularly helpful.

Mr. Schiff's claim to a place in America's Business Hall of Fame rests on several solid foundations.

For 30 years he has been head of one of the two most influential private international banking firms in the Western hemisphere, and in this position has powerfully contributed to the building up of America's transportation systems which have contributed so much to our national development and enrichment.

His house has raised capital for scores of legitimate transportation and industrial enterprises, and it is a Wall Street saying—one of Wall Street's rather few true ones—that Kuhn, Loeb & Company have issued more good investments and fewer bad ones than any other banking concern in America.

Mr. Schiff's achievements as a financier, however, have been excelled by his record as a philanthropist. To this work he has contributed not only millions, but a large portion of his life—his mind, his brain, his heart, his days and probably not a few sleepless nights.

CALM IN A CRISIS

On the day the great Northern Pacific panic in Wall Street reached its height the partners of Kuhn, Loeb & Co. frantically tried to get into touch with Mr. Schiff. He had not come down to his office; he was not at his home; he was not holding a conference with Harriman. Search discovered that he had gone to attend a meeting at the Montefiore Home. When his excited partners pounced upon him remonstrating he calmly replied: "I thought the poor people up there needed me more than you people down here."

His fetish is not, as popularly supposed, Judaism, but citizenship. It is his creed that a man must first, last and always be a good, loyal citizen, intensely zealous in discharging all the responsibilities of citizenship. With him citizenship ranks above sect. He holds that unless a man is a worthy citizen he cannot be either a worthy Jew or a worthy Gentile. Everything is secondary to citizenship. All his public service, all his givings to education, his continuous donations to charities, his endeavors for the promotion of the best literature of his race—all have been prompted by his sense of what citizenship demands.

Another characteristic of Mr. Schiff has been his loyalty to his friends. He is not a fairweather friend. The giants of transportation, of commerce, of finance, of railroading, once thrown into association with him, have remained staunch, close, confidential friends to the end. Mr. Schiff was the earliest financial sponsor of Edward H. Harriman; James J. Hill became closer and closer to him as the years rolled on; Alexander J. Cassatt, the creator of the Pennsylvania Railroad system as New York knows it today, found in Mr. Schiff a wholehearted supporter; Samuel Rea, Marvin Hughitt, Charles W. Eliot and James Stillman are other tested-and-tried friends, while in his later years J. P. Morgan, although a rival in banking, came to regard Mr. Schiff as a financier whose tremendous influence could be relied upon for constructive effort whenever financial foundations began to be shaken.

He attends more funerals than any other financier in America. Wherever there is occasion for condolences, Mr. Schiff is among the first to tender them. Also, he never misses opportunity to offer congratulations on joyous occasions.

Jacob Henry Schiff is on the edge of 70. But you would never suspect it. He can still pedal a bicycle fast enough to get him into trouble with the speed laws. As a walker Weston would not find him disappointing. Mr. Schiff does not try to break records or blood vessels on the golf links;

he is not a golfer. He attributes his sound, supple physique to moderation, to plenty of fresh air and daily "legomotion."

He was born in Frankfort-on-the-Main, a city famous as the cradle of financiers. His parents, who were neither very rich nor very poor, were not in the banking business; but another branch of the family was, and Jacob Henry was early initiated into the mysteries of finance. He was a bit

its large holders. Indeed, it subsequently paid annually a dividend equal to the entire original cost.

Southern Pacific and other railroads were corralled later. The Harriman-Kuhn-Loeb combination became the most powerful, the most aggressive and the most successful America had ever known. A railroad kingdom was being created without a parallel in the history of the world.

Harriman made more than \$10,000,000 every year in the later part of his life! When he died, in 1909, he left upwards of \$70,000,000. Mr. Schiff is estimated by fellow bankers to be worth perhaps \$50,000,000, notwithstanding his princely gifts to various causes.

Russia's harsh treatment of Jews had long incurred the ire of Mr. Schiff; so when war broke out with Japan he enthusiastically undertook the raising of loans for the Czar's enemy. Mainly through his efforts over \$200,000 of Japanese bonds were sold here.

As bankers for the Pennsylvania Railroad, K., L. & Co. have floated as much as \$100,000,000 at one time. It was this firm that found the money necessary to enable the Pennsylvania to tunnel its way into New York and to raise that modern world's wonder, the Pennsylvania Railroad station. Mr. Schiff had great admiration for Mr. Cassatt, the bold dreamer who made his dreams come true. Incidentally, during all the years of association between the Pennsylvania Railroad and Kuhn, Loeb & Co. never once has there been even a suggestion of improper profits, disastrous financial advice or questionable manipulation of securities.

PLACED BONDS IN FRANCE

It was Mr. Schiff's firm that placed \$50,000,000 of Pennsylvania bonds in France and had them listed on the Paris Bourse, a step beset with inordinate difficulties but one which had mutually satisfactory results. After the war broke out an offer was made to repurchase these bonds and a majority of them came back.

Kuhn, Loeb & Co. have done heavyweight financing, also, for such railroads as Baltimore & Ohio, Chicago & Northwestern, Delaware & Hudson, Illinois Central, Union Pacific, Southern Pacific, etc.

Mr. Schiff has been fortunate in having brainy partners, namely, Otto H. Kahn, Paul M. Warburg (brother-in-law, now of the Federal Reserve Board), Felix M. Warburg (son-in-law), Jerome J. Hanauer and Mortimer L. Schiff, who is one instance of an able son following an able father.

I have already touched upon Mr. Schiff's philanthropies. The public may be interested to know that, while Mr. Schiff has given away millions, he frowns upon wasting one penny. One of his idiosyncrasies is his habit, when he opens his mail, of carefully preserving the front half of each envelope for the use of the clean inside part as a substitute for pads. Doubtless, most young readers will find only amusement in this little foible, but does it not point a moral in these extravagant days? If such economy is not despised by a multi-millionaire, can those less well-off afford to scoff at it? It may be that Mr. Schiff's carefulness in saving pennies has had something to do with his ability to save millions.

Mr. Schiff was the first treasurer of Barnard College. He founded the Semitic Museum at Harvard and the Jewish Theological Seminary in New York. He is vice-president of the Baron de Hirsch fund and a trustee of the American Jewish Committee. He is president of the Montefiore Home for Chronic Invalids.

ACTIVE IN POLITICS

His sense of civic responsibility influenced him to become a forceful member of the Second Committee of 70, the Committee of 15 and the Committee of 9. In later years he has been chosen frequently by Mayors of New York as a member of special mayoral committees. He was a member of the Board of Education under Mayor Strong. In the work of the Chamber of Commerce he has taken an active part as vice-president and on committees for a generation. The establishment of a College of Commerce has been a project very near his heart; if others had come forward with offers of contributions as he did, New York would have had such an institution years ago.

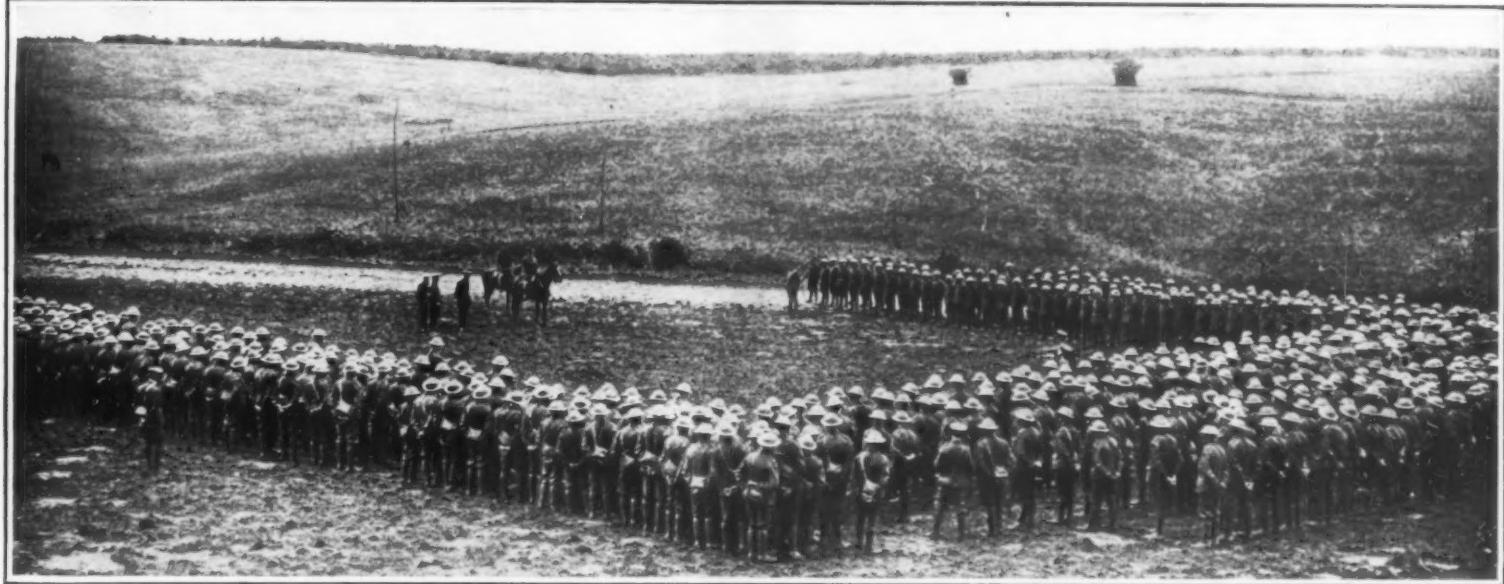
Colleges, hospitals, libraries, charitable organizations, the Red Cross and the Chamber of Commerce have all benefited from Mr. Schiff's widely bestowed gifts. He does not make a "splash" with his donations; his contributions are very largely to meet current expenses and in many cases are made regularly every year. To commemorate the fiftieth anniversary of his arrival in America

(Continued on page 243)



JACOB HENRY SCHIFF

WHAT THE BRITISH ARE DOING



FINAL INSTRUCTIONS GIVEN BY THEIR GENERAL

Lancashire Fusiliers being addressed by their division commander before starting to the front to take part in the great British drive on the River Somme. The Lancashires distinguished them-

selves in the field. The British drive started July 1st and was steadily successful for six weeks. By August 15th the Germans expressed confidence that the drive could proceed no further.

CENTRAL NEWS PHOTO SERVICE



GERMAN PRISONERS COMING IN FROM CONTALMAISON

This is an official photograph, issued with the authority of the British press bureau, showing German prisoners being escorted through the communication trenches after the capture of the fortified village of Contalmaison. Some are being brought in from another direction and are

exposed to the danger from shells and shrapnel while on the surface. Captured officers are immediately separated from the men and taken in charge by the British division headquarters, where they are treated more like honored guests than prisoners.

CENTRAL NEWS PHOTO SERVICE

PICTORIAL DIGEST OF



DONALD C. THOMPSON
STAFF PHOTOGRAPHER FOR LESLIE'S

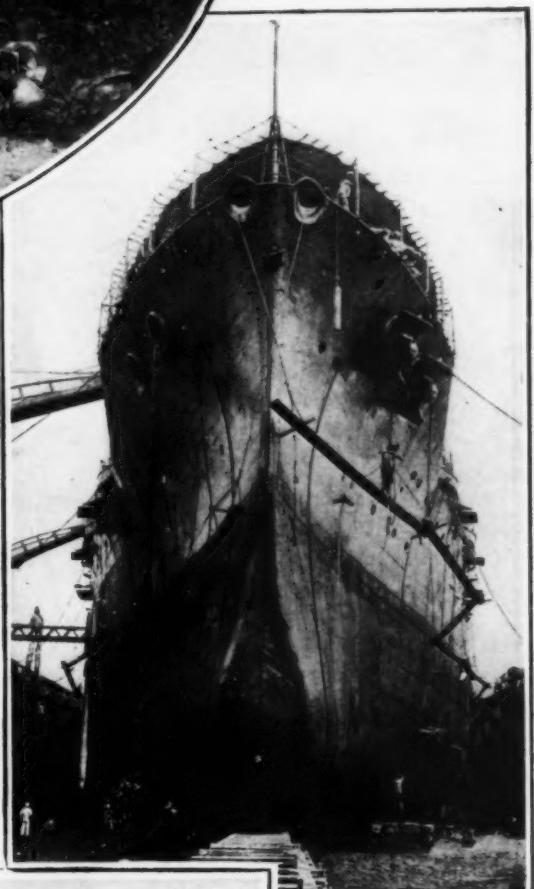
THE NAMELESS DEAD

French soldiers searching the remains of a German, killed months before, in the hope of finding some means of identification. Each soldier carries a metal plate on which is engraved his number. When these plates are found on bodies they are sent to a special division of the war office, and if they are from the bodies of enemies are forwarded to the war office that issued them. The corpse in the picture had laid in "No Man's Land," the shell-swept space between the hostile trenches where there is no burial for the dead nor succor for the wounded. After the French advance this strip was cleaned up and a new "No Man's Land" was created between the new lines.



TERRIBLE TROLLEY TRAGEDY

Twenty-five persons were killed and 63 injured in a trolley wreck seven miles from Johnstown, Pa., on August 12th. One car was standing still near the car barn at Echo when another, in charge of motorman Angus Varner came down a steep grade and crashed into it. The runaway car had been seen rushing past the station at Brookdale, with Varner frantically waving his arms. It was so obviously not under control that the power-house shut off the current, but not promptly enough to prevent the crash. The cause of the accident is still a mystery.



THE "OKLAHOMA" IN DRY DOCK

One of Uncle Sam's new and formidable sea fighters as she appears when not afloat. Note the shape of the hull below the water line. The *Oklahoma* has a tonnage of 27,500 and carries ten 14-inch guns and twenty-one 5-inch guns. She can make over 21 knots an hour.



MAKING IT HOT FOR THE I. W. W.

This season the I. W. W. (called the I Won't Works throughout the district) invaded the Minnesota and Dakota wheat belt in an effort to organize the harvest hands and cause a strike. The menace to the farmers grew to large proportions in a few days and organizations called "The Minute Men" were formed to rid the country of the agitators. Our photograph shows a party of Mitchell, S. D., citizens holding up a train on which a number of these I. W. W.'s were beating their way into the town with the avowed purpose of taking possession of it. The trouble makers were promptly subdued.

THE WORLD'S NEWS

STRANGE FREAK OF A FLOOD

A section of track of the Southern Railroad in western North Carolina left suspended in mid-air by a flood caused by the recent cloudburst. The fill under the track was completely washed away but the rails held the crossties in air. This summer has been marked throughout the South by the unusual number of floods and violent storms. In the middle West a severe drought has prevailed in many sections at the same time.



THE SPOT WHERE KITCHENER DIED

Yesnaby "Castle" on the west coast of Mainland Orkney Islands, within sight of which the British cruiser *Hampshire* went down with Lord Kitchener and his staff. The *Hampshire* hit a mine. Owing to the direction of the wind and the high seas running few survivors were able to land on the hastily launched life-rafts. Romantic stories that the *Hampshire* was not destroyed and that Kitchener now is in Russia leading the big drive are in circulation, but are pure fabrications. The destruction of the cruiser was witnessed by several people on shore and the story has been told by several survivors.



STATION ACCIDENTALLY LOCATED BY A FLOOD

When for the second time a flood recently picked up the railroad station at Beulah, Ia., and carried it across and several hundred yards down the tracks, the railroad officials decided that the station might remain at the new location. Bloody Run, which furnished the flood, has been a turbulent and troublesome stream, and when it last moved the station did \$1,000,000 worth of damage. Now the C. M. & St. P. Railway is going to spend a million or so to restrain the torrent and to build a new yard at McGregor, which is near Beulah.

PETERSON

STATE FUNERAL FOR A SAILOR BOY

A curious instance of public psychology in war times was the magnificent funeral given in London by the British nation to John Travers Cornwell, of H. M. S. *Chester*, who was cited in Admiral Sir David Beatty's dispatches for bravery in remaining at his post in the Jutland battle, though mortally wounded. He was just past 16 years of age. He was buried as were the other victims of the fight who reached the shore, but the public seized upon him as a hero and the agitation for a state funeral was carried clear to Parliament with the result that the lad's body was exhumed and given a burial such as would have done honor to a duke.



SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



"SMILING BILL"

The fellow worth while, so the rhymers all say,
Is he who can smile though things don't go his way.
Hard luck and adversity can't make him frown.
He'll ne'er take the count even though he's knocked down.

A soldier—he charges, but never retreats.
In the end he should conquer, surmounting defeats.
A lad such as this heads the game Yankee clan,

"Smiling Bill" the fans call him—last name, Donovan

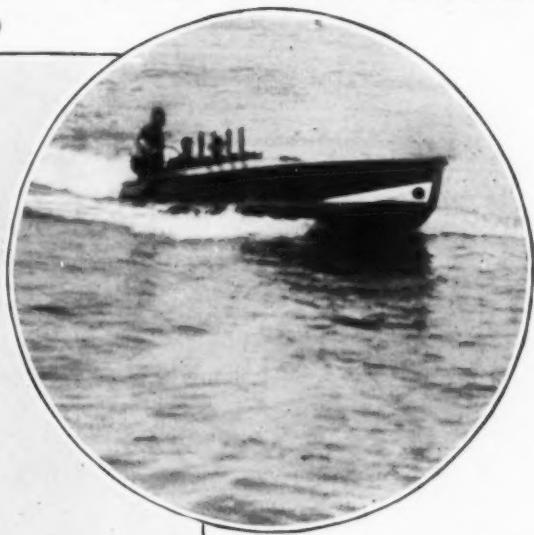
When the season was young, no cloud was in sight,
His team was a winner, the prospects were bright;
With a smash and a dash, it rushed to the lead.
It seemed that no rival could e'er check its speed.
But "there's many a slip," a wise man once said—
With a crash the spurt ended, the sunshine had fled
Each star man was injured, till all were laid low,
But Bill kept a grinning and hustling you know.

As game as they make 'em, he stuck to his task,

And fought all the harder—no more could one ask.

They're hoping you win out, each fan to a man.

They're rooting for you, "Smiling Bill" Donovan.



DETROIT
WORLD'S SPEEDIEST BOAT

All world's speed records for boats were shattered recently when "Miss Minneapolis," built and owned by Smith brothers, of Algonac, Mich., set a new record at the twenty-second annual regatta of the Inter-Lake Yachting Association at Put-in-Bay, Lake Erie, O., by covering a twenty-mile course at the rate of 66½ miles an hour. Her propeller averaged 2,200 revolutions a minute.



INTERNATIONAL FILM SERVICE
FOR HE'S A JOLLY GOOD FELLOW

In addition to his other admirable qualities, Charles E. Hughes, the Republican candidate for President, is a thirty-third degree baseball fan. In Detroit, in his recent speaking tour through the Middle West, he took sufficient time from his campaigning to watch a game between the Tigers and Athletics. Mr. Hughes is pictured standing on the roof of the Detroit Club's dug-out, shaking hands with the players of both teams.



DOWNES WINS ANOTHER CHAMPIONSHIP

At the recent national A. A. U. swimming competitions at the South Shore Country Club, Chicago, Al E. Downes, of the New York A. C., won the high dive for men from a field of worthy competitors. He has been the national and metropolitan champion for four years, and has been competing for twenty-two years. To win this championship "Al" was compelled to excel in the back dive and back somersault from an elevation of sixteen feet, and a standing and running forward dive from a board thirty feet above the water, and six voluntary dives, the styles left to the competitor's choice.



TEACHING THE FAIR SEX WOODCRAFT

With the idea of assisting young women to learn something of the art of the woodsman and to stimulate their athletic tendencies, the Y. W. C. A. has established Camp Bluefields at Palisade Interstate Park, on the side of South Mountain, N. Y., formerly used by the State as a rifle range. The cost to each damsel is less than \$4 a week, and splendid results have been accomplished. The picture shows a bevy of campers after a hike preparing a fire for a "bacon treat."



ON THE WAR PATH

At last John K. Tener, president of the National League, is in a position to protect his umpires to the limit. The conduct of certain players of an Eastern team recently became such that the good name of the sport was in jeopardy, and the executive called a special meeting of the club presidents to consider the case. He was given full authority to rule with a rod of iron, and in future he will see that the parent league is as free from umpire baiters among the players as the American League has been since its inception.

PEOPLE TALKED ABOUT



COPYRIGHT UNDERWOOD & UNDERWOOD

AN ARMY OFFICER VINDICATED

Colonel Herbert J. Slocum, U.S.A., who was in command at Columbus, N. M., when the town was surprised and attacked by bandit Villa, and who was accused of negligence in not preventing the attack. A thorough official investigation has been made and the Colonel has been completely exonerated. It was shown that the Colonel's information justified him in believing that Villa had approached the border merely to flee for refuge into the United States if hard pressed by Carranza's forces.

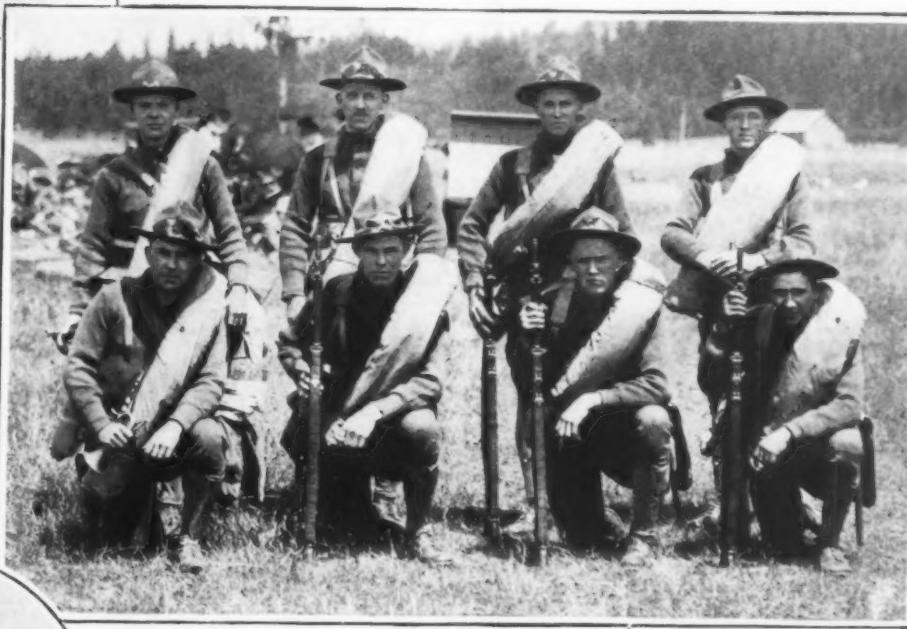


LOUISIANA'S LONE REPUBLICAN LEGISLATOR
State Senator Domeneaus of Lafayette, La., the only Republican in the Louisiana Legislature, and author of a bill making teaching of military tactics and science compulsory in the public schools. The senator was formerly postmaster of his city and recently declined the Republican nomination for Congress from the Third Louisiana district.



NATIONAL PRESS
AN EDITOR'S DAUGHTER SAVES TWO LIVES

Hilda Staples, aged 12, who at the risk of her own life recently saved Dorris Summers and Joyce Bennett, 7 and 8 years old, from drowning in the San Blanco River near San Marcos, Texas. Twenty youngsters attending a picnic were bathing in the stream when the two mentioned, unable to swim, stepped into a deep hole. Hilda, who was on the opposite bank, plunged in and in the nick of time rescued them. She is the daughter of George C. Staples, editor of the San Marcos Record.



PESSING'S STUDIO
FOUR SETS OF BRAVE BROTHERS

Among the members of Co. B, Third Infantry, Oregon National Guard, are eight men who form four couples of brothers. This is a rare, if not unique, instance. The men are shown with one brother in each set kneeling in front of the other. They are, left to right: Victor F. and Miles D. McFarland, Daniel M. and Albert C. Newgard, Philip and Leslie McLaughlin, Fred H. and Homer C. Warner.



F. J. L.
A LUCKY "HOMESTEADER"

George Lennon, a laborer of Spokane, Washington, who won his choice of 160 acres of land in a tract of 350,000 acres on the Colville Indian reservation, 50 miles from Spokane, lately thrown open to settlement by the government. His name was drawn first from a list of 90,410 names. It cost him only 25c to register in the contest for the land. About 1500 lots of land were distributed at the drawing, which took place in a theatre at Spokane and was attended by a large and intensely interested crowd. Four little girls picked out the winners from over 90,000 written slips heaped on the stage.



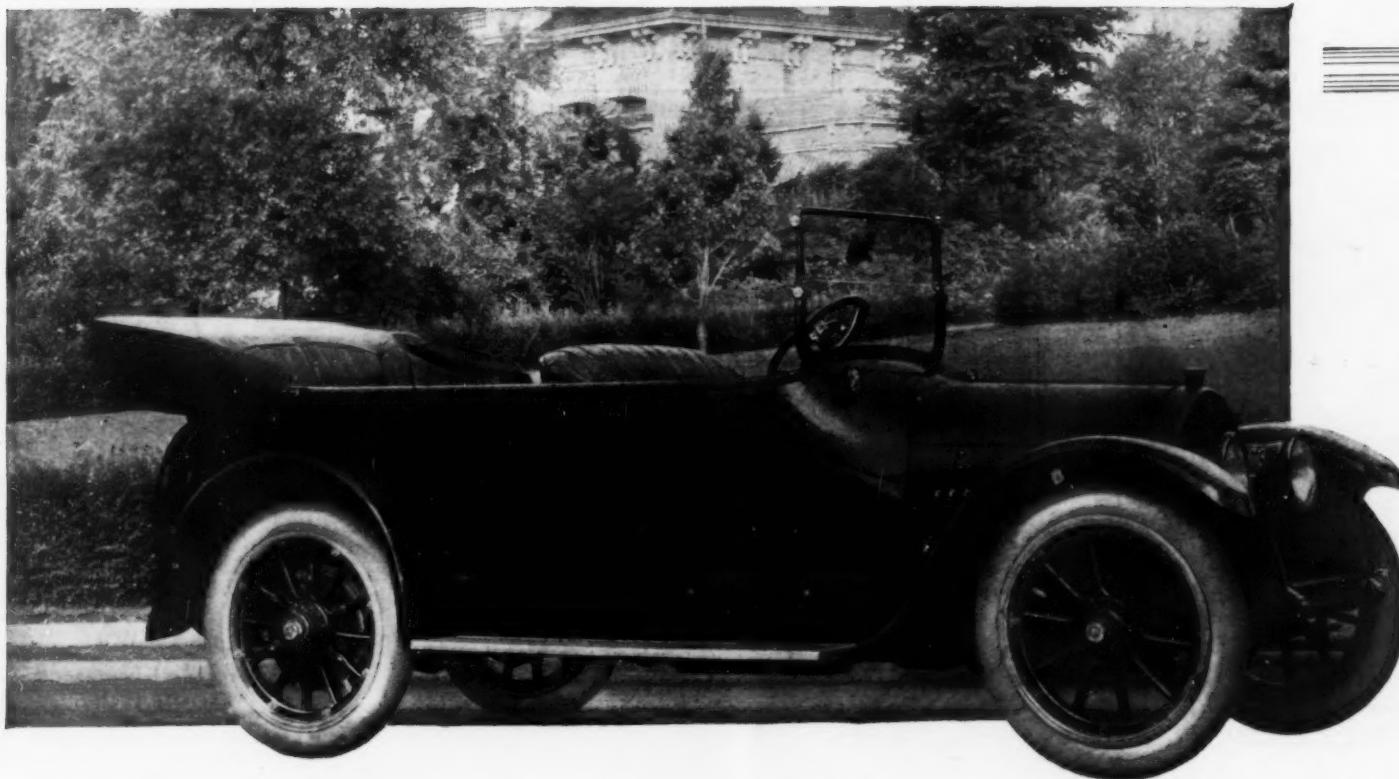
DODGE
SHE HEADS A SOUTHERN RAILROAD

Mrs. Phebe E. Clark of Nashville, Tennessee, is one of the few women in this country who manage railroads. She is president of the Tennessee, Kentucky and Northern Railroad. She was elected vice-president of the road in March, 1914, and in October, 1914, was chosen president to succeed her husband, the late George A. Clark. Mrs. Clark's administration of the railroad has been most successful.



THOMSON
A NOTED WAR NURSE SNAPSHOTS A PATIENT

The officer on crutches is Lieut. Casey of the "Anzac" contingent, British army, who was wounded in France and sent to England to recover. The camerist is Miss MacLean, who had a trying experience in Brussels, where for over three months she was held a prisoner by the Germans on suspicion of being a spy.



The Coming of The



Specifications in Brief

ENGINE—Eight cylinder V-type, High-speed, High efficiency. **HORSE POWER**—S. A. E. rating 31.25; actual, more than 60. **COOLING**—Water. **RADIATOR**—Cadillac tubular and plate type. **IGNITION**, **STARTING**, **LIGHTING**—Cadillac-Delco, improved system. **LUBRICATION**—Automatic pressure feed. **CARBURETOR**—Cadillac. **CLUTCH**—Multiple disc, dry plate type. **TRANSMISSION**—Selective type sliding gear, three speeds forward and reverse. **AXLES**—Rear, Cadillac Timken, full floating; Timken bearings. Spiral type bevel driving gears. Front axle drop forged, I beam. **DRIVE**—Tubular shaft. **BRAKES**—One internal and one external brake drum on wheels, 17 inch x 2½ inch drums. **STEERING GEAR**—Cadillac patented worm and worm gear sector type; 18-inch steering wheel, bowed to facilitate entrance. **FRAME**—Channel section. **WHEELS**—Wood, artillery type, Timken bearings, fitted with demountable rims for straight side tires. **TIRES**—36" x 4½". **WHEEL-BASE**—125 and 132 inches. **TREAD**—56 inches (Option 61 inches). **SPRINGS**—Front, semi-elliptic; rear, three-quarter platform. **CONTROL**—Center control. **GASOLINE SYSTEM**—Twenty gallon tank with gauge at rear. **STANDARD EQUIPMENT**—Cadillac "one-man" top; windshield; full lamp equipment; Gabriel Snubbers; Clock; Warner Autometer; Electric horn; Power tire pump; Foot rail; Robe rail; License tag holders; Tire carrier; tool box with locks; Set of tools; Tire repair kit; Handy lamp. Universal key fitting tool box, ignition and lighting switch and tire lock.

THERE is one thought in connection with the coming of this new Cadillac which we would like you to grasp at once.

With the advent of this car, the Cadillac "Eight" enters upon its third successive season, with no radical change in the basic principles of its design.

This is perhaps the first time such a thing has happened in motor car development, and you will quickly see its significance as applied to the Cadillac.

Quite properly, we believe, the World has always looked to the Cadillac Company for advanced ideas, improved practice and progressive principles.

The fact, therefore, that the Cadillac car has proven itself beyond the need of radical change is, in itself, too impressive and too illuminating to call for comment.

It does not by any manner of means, imply that the Cadillac process of refinement had come to a conclusion.

In a multitude of ways, this is a better, finer Cadillac than any which has preceded it—the subject of unremitting research and scientific betterment in scores of details.

What the absence of radical change really means, is that the underlying principles of Cadillac V-type eight-cylinder construction have been proven fundamentally sound by the performance of 31,000 cars.

CADILLAC MOTOR CAR CO.





New Cadillac

It means that the Cadillac Company, with resources at its command probably superior to those possessed by any other motor car plant in the world, has arrived at the deliberate judgment that the *kind* of a motor car which it is now building, represents a higher degree of efficiency than any other in existence.

It means that this is the joint judgment of every expert mind associated with this Company. It expresses the judgment of 31,000 owners who cannot conceive of any respect in which Cadillac principles could be changed to their advantage.

The new Cadillac conforms to the finest Cadillac traditions, down to the least and last of details—and it advances them still more closely toward perfection.

It is a beautiful car to look upon.

The superior riding qualities, with which you are familiar, are enhanced and intensified.

The driving ease of last year and the year before, accentuated by the longer wheel base of the new car, is more marked than ever.

It is doubtful if motoring can give rise to a situation which can successfully challenge Cadillac powers.

The old feeling that it is folly to seek further—the old sense of security that the Cadillac represents the uttermost in a motor car—will come over you more strongly than ever.

We are serenely confident of the exhilaration and enthusiasm which you will experience on the occasion of your first ride in this unusual car.



Body Styles and Prices

The Type-55 Cadillac will be available with a complete variety of body styles, as follows:

Open cars, 125 inch wheelbase: Seven Passenger with disappearing auxiliary seats \$2080. Four Passenger Phaeton \$2080. Two Passenger Roadster with two passenger disappearing rumble seat \$2080. Four Passenger Close Coupled Roadster \$2080.

Convertible styles, 125 inch wheelbase: Seven Passenger with Cadillac body (Springfield type), \$2675. Four Passenger Victoria (convertible) \$2550.

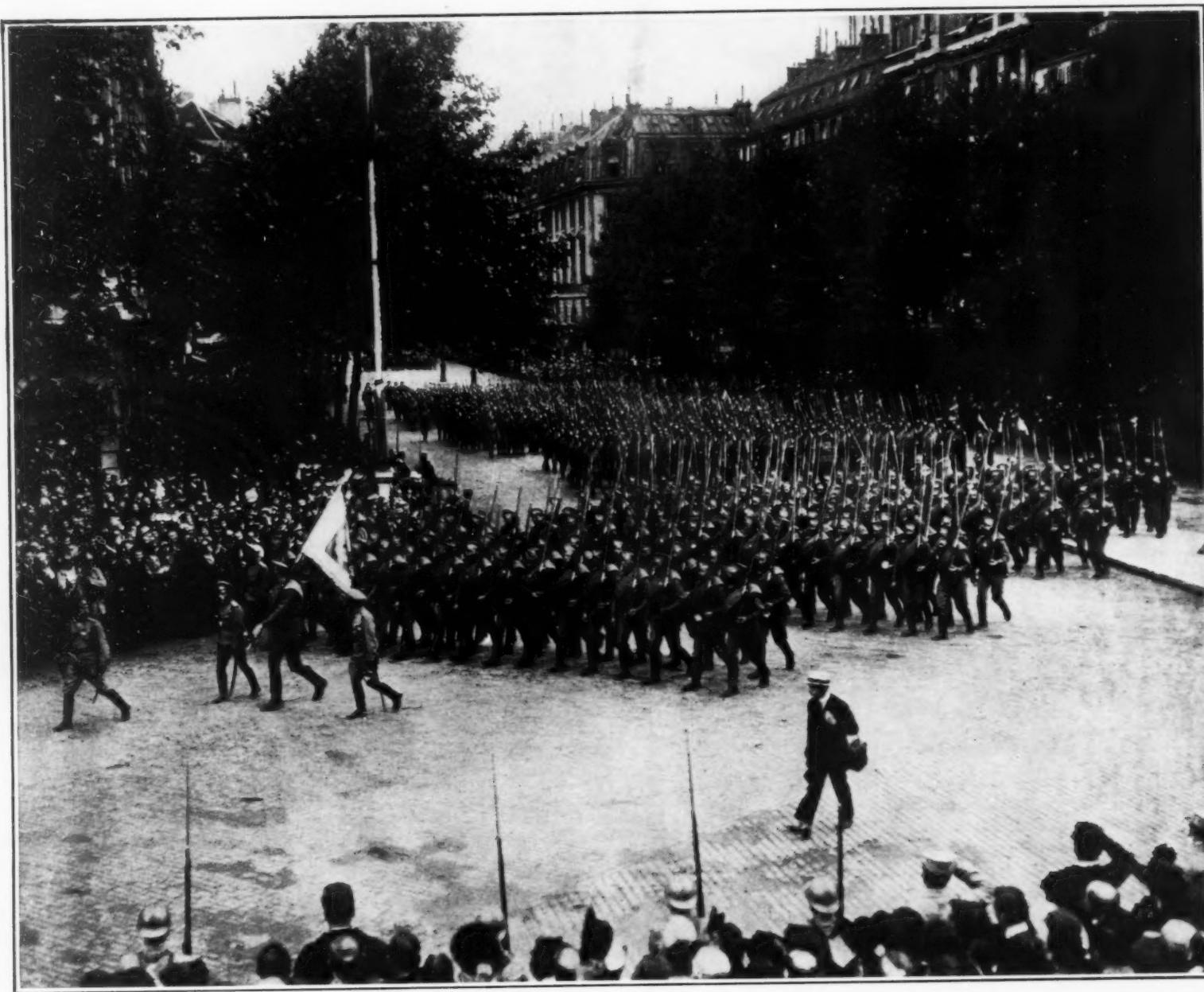
Enclosed cars, 125 inch wheelbase: Four Passenger Coupe \$2800. Five Passenger Brougham \$2950.

Enclosed cars, 132 inch wheelbase: Seven Passenger Limousine \$3600. Seven Passenger Landaulet \$3750. Seven Passenger Imperial \$3750. Prices include standard equipment, F. O. B. Detroit. Prices are subject to advance without notice.

DETROIT - MICHIGAN



READY FOR BATTLE OR PARADE



UNDERWOOD & UNDERWOOD
THE FRENCH NATION CELEBRATES

One of the most attractive features of the national holiday observances in Paris on July 14th. Russian troops led by a giant color-bearer marching along the Grand Boulevard amid the applause of enormous crowds. These are a portion of the army sent by the Czar which has fought bravely for the Allies in France.



CENTRAL NEWS
FACING DEATH IN BLITHE-SOME MOOD

Worcester Regiment on the way to battle during the British advance on the western front. The men seem oblivious of danger and go along eagerly and jauntily into the struggle where many of them may be killed or wounded.

EXPORT PROMOTION BUREAU

BY W. E. AUGHINBAUGH



INDEPENDENCE DAY IN CARACAS

Official reception given at the American Legation at Caracas, Venezuela, by Hon. and Mrs. Preston McGoodwin, on July 4th. Representatives of 13 countries were present. The guests in the photographs are, front row, left to right: Senora de Arcaya, wife of the minister of the interior; Senora Gomez de Martinez Mendez; Preston McGoodwin, Jr.; Mrs. Preston McGoodwin, wife of the American minister; Mme. Fabre, wife of the French minister; Senora Malbran, wife of the Argentine minister; Viscountess de la Fuente, wife of the Spanish minister; Senora Solar, wife of the Cuban charge d'affaires. Standing, left to right: Dr. Solar, Cuban charge d'affaires; Senor Brea, attaché of the Dominican legation; General Cardenas; Dr. Velez, minister of public works; Gen. Martinez Mendez; Hon. Thos. I. Rees, British charge d'affaires; Viscount de la Fuente, Spanish minister; Count Valery; Hon. Preston McGoodwin, American minister; Senor Aguilar; Monsignor Pietropaoli, archbishop of Caliceti; Monsignor Gobbi, secretary of the legation of the Holy See; Herr von Prollius, German minister; Senor Londoño, Colombian charge d'affaires; M. Fabre, French minister; Dr. Malbran, Argentine minister; Dr. Utrariz; Senor Castro, Dominican charge d'affaires; Dr. Arcaya, Minister of the interior and premier of the Venezuelan cabinet; Dr. Borda, former Colombian minister; Dr. Briceno; M. Bourseaux, Belgian charge d'affaires.

AL Latin America at last is to have a two-cent letter postage from the United States, effective early in September. To the American who has resided south of the Rio Grande and who is familiar with the bad repute "short-posted" letters have given our merchants this news is joyful.

One of the small things that the average American business man paid no attention to was the matter of stamping letters. This duty was usually delegated to the office boy. As a consequence a two-cent stamp was affixed to all letters no matter whether intended for Kalamazoo or Kamchatka. The result was that when the letter reached its destination a fine proportionate to the highly developed grafting qualities of the local postman was imposed on the recipient. This always engendered bad feeling on the part of the addressee. On commercial communications this short-sightedness might be overlooked if the letter led to business, but the hundreds of short-postage circular letters caused the impulsive native to vent his contempt for Yankee methods in no uncertain terms. A merchant in Buenos Aires wrote me that in the past year he had paid the postoffice \$227 in fines for such mail, and wanted to know if there was no redress. Short-posted letters have cost us thousands of dollars' worth of trade annually. European houses are not guilty of this breach of etiquette. Unfortunately there are other countries with which we have no two-cent postage rate. One way of preventing short-posting of letters is to put all foreign letters in envelopes of special design or distinctive color. This will bring to the attention of the mail clerk or the office boy the fact that a special postage is required.

* * *

The Japanese steamship line, The Toyo Kisen Kaisha, which maintains a bi-monthly service between Japan and America, touching at Salina Cruz, Mexico, and calling at the chief ports of the west coast of South America, down to Coronel, Chile, has extended its sailings around and through the Straits of Magellan to Montevideo, Buenos Aires and Rio de Janeiro, and for this purpose has added five new 7,500-ton vessels to the fleet. Another Japanese line, The Osaka Shosen Kaisha, has agents in Latin America, developing plans for a service from Japan to San Francisco, thence down the west and up the east coast of South America, through the Panama Canal and back to Japan, with perhaps a branch from Panama to New York.

Owing to our impossible maritime laws,

American ship owners have been obliged to stand idly by and watch the Oriental take the trade which belongs to them. These Japanese ships bring to Latin America most of the wine and beer bottles used there, and much of their toilet, commercial, news and wrapping papers, matches, silks, tea, crockery, glassware, cotton goods, toys, small musical instruments, advertising novelties, fans and light furniture. If Japan gets a foothold in Latin-American markets it will be difficult to dislodge her.

* * *

The Norwegian Government will aid manufacturers in the United States to exhibit their products in the capital, Christiania. A government building has been set aside, and space will be given gratuitously to those desiring to take advantage of this opportunity. This is a cheap, effective method of securing orders. The market is excellent. Credits are good, steamship facilities ample.

* * *

Upholsterers and mattress makers who complain of the high price and scarcity of wool, hair and feathers, should consider the "kapok" fibre found abundantly in Hayti, Santo Domingo, Cuba and adjacent islands. It is used in those countries by cabinet makers and is ideal, as it does not lump or pack. It excels cotton in softness and lightness and could be used for quilts and is used to fill life preservers. It might be employed for dressing gowns, and smoking jackets as padding. Hats are made from this vegetable felt. It is very cheap.

QUERIES ANSWERED

D. M.: The demand for sewing machines in Latin America and the Far East is chiefly for those operated by hand. Our large sewing machine corporations are represented in practically all the cities of the world.

O. W. J.: Awning and flag makers would find little business in Latin America. Most awnings have awnings and the larger private houses are provided with them, but there is no chance of this business reaching any great proportion as in this country. Flags are imported chiefly from Germany or France.

A. L. T.: Sporting goods such as tennis sets, golf sets, shotguns, rifles and pistols are sold in the larger cities of Latin America and the Orient. Excepting in a few of the large coast towns of Latin America and the Far East, baseball is unknown. I seriously doubt if it would pay to open a store devoted solely to this line.

C. C. Co.: Condensed milk is a large seller all over the world. Japan and Egypt have developed into excellent markets. Two American manufacturers maintain depots in Cuba for this article. Be sure to register your trade mark before entering into an active advertising campaign, especially in the Argentine, Chile, Brazil, Cuba and Japan.

J. J. L.: The large papers, for instance those published in Rio de Janeiro, Buenos Aires, Montevideo, Santiago, Mexico City, Havana, Bombay and Hong Kong have Mergenthaler Linotype machines. It would be difficult for a printer to work his way from one capital to another. Native labor is cheap and plentiful. There are practically no unions in any of these cities.

In answering advertisements please mention "Leslie's Weekly"

Home Economics
Chapter IV

Shortening and Frying

The housekeeper, who once adopts the excellent habit of buying lard in pails, seldom goes back to the old way of buying in bulk. She finds that the lard reaches her as fresh and sweet as the day it was made, and during hot weather there is the additional advantage of much easier handling and freedom from waste through melting and sticking to container and wrapper.

Swift's "Silverleaf" Brand Pure Lard

is sold in tin pails of varying sizes, suitable for small or large families.

One of the secrets of good cooking is the selection of lard of exactly the right texture.

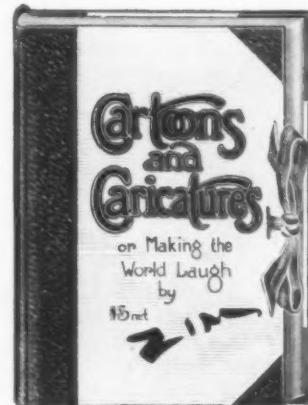
Swift's "Silverleaf" Brand Pure Lard is a scientific combination of choice pork fats in exactly the right proportions to secure ideal results for both shortening and frying either in summer or winter.

Write "Pail of Silverleaf" on your grocery list today.

Swift & Company
U.S.A.

Buy by the Pail—

If you can draw a little and want to draw more you have an opportunity to learn at small expense to yourself



Eugene Zimmerman has an established reputation as a cartoonist.

He has put some of the tricks of his trade into a book,

"Cartoons and Caricatures"

bound neatly in $\frac{3}{4}$ morocco which will be sent to you prepaid on receipt of \$1.00.

Pin a dollar to the coupon below and send it in to-day

ZIM BOOK

8-31 Brunswick Bldg., 225 Fifth Avenue, New York City

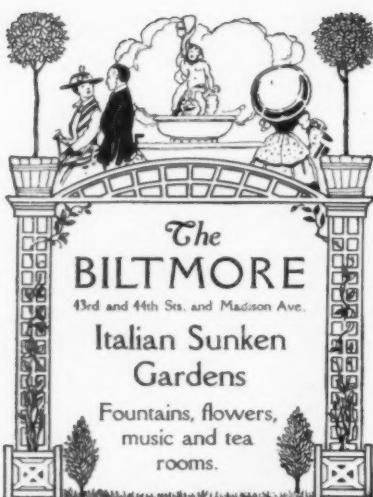
Enclosed is one dollar, please send "Cartoons and Caricatures" to

Name _____

Address _____

THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER



LAW

Study at Home—Get Your Degree by Mail

Become a lawyer and big success awaits you. Legally trained men win high positions in business and public life. Greater opportunities now than ever. Be prosperous and independent—he a leader—earn \$3,000 to \$10,000 Annually

We guide you step by step. You can train at home during your spare time. We refund your part fees or examination in any state. Money refunded according to our Guarantee Bond if dissatisfied. Degree of LL.B. conferred. Thousands of successful students enrolled. Low cost—easy terms. Big Law Library and modern rooms in Public Speaking free if you enroll now. Get our valuable "Law Handbook" and "Evidence" books free. Send for them—NOW. LA SALLE EXTENSION UNIVERSITY, Dept. 851-F Chicago

**GIVE QUICK RELIEF—
LUDEN'S MENTHOL CANDY COUGH DROPS**

For summer colds and hay fever. Soothe "smoker's throat."

In the "Yellow Package" 5c WM. H. LUDEN Reading, Pa.

RIDE A RANGER

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ARBITRATION, VOLUNTARY OR COMPULSORY

WHILE the agitation for military preparedness has gone on apace, the nation has stood aghast at the possibility of a general railroad strike that threatened to paralyze trade and even to bring cities to the verge of starvation. Aside from the merits of the controversy, the railroad managers are to be commended for their willingness throughout the dispute to submit the demands of both sides to an impartial board of arbitration, while the brotherhoods come in for criticism for their refusal to arbitrate. The interest of the public in all public service corporations is that there shall be no strikes, and arbitration they look upon as one of the best preventives. Chairman Oscar S. Straus, of the Public Service Commission, in a letter to Gov. Whitman, following the settlement of the traction strike in New York City, points out that there are certain public servants, such as policemen and firemen, who may not throw up their jobs while on duty, and asks whether this same principle should not apply to those employed on railroads and other public utilities. There is constructive helpfulness, too, in Mr. Straus's suggestion that voluntary arbitration agreements between public utility corporations

and their employees be recorded with the Public Service Commission, which shall have power to enforce such agreements in case of a breach. In the past three years the Bureau of Mediation and Conciliation of the Federal Department of Labor has mediated in 234 labor controversies, of which 149 were amicably adjusted, with 52 cases still pending settlement. A better method still is arbitration. Ethelbert Stewart, chairman of the above bureau, cites the case of the Stove Foundrymen and the Iron Molders' Union, which in 1886, after a disastrous strike, entered into an agreement with the manufacturers to arbitrate all disputes. The result has been peace in that industry for thirty years. What is possible in one industry would be feasible in all. Canada has an industrial disputes act providing for investigation of causes and prohibiting strike or lockout until this investigation is complete and a report on it published. New Zealand goes a step further, requiring compulsory arbitration and making the decisions of the arbitrators binding upon all parties. It may be that recent strike troubles will impress this country with the necessity of some such measures to prevent strikes and to secure industrial justice.

WHILE the war has never been more vigorously pushed than now, the governments of the warring powers are nevertheless giving attention to the industrial problems that peace will usher in. Enjoying unprecedented prosperity because of the war, the United States is making no preparation for the day when we shall have to meet a fiercer European competition than ever before known. Proposals to be made to the trade union congress at London include compulsory trade union membership, an eight-hour day for all trades and a \$7.50 minimum wage for all adult workers. The Demobilization Committee announces that the nation will be confronted with the task of finding employment for "between three and four

million sailors and soldiers and simultaneously for at least two million munition workers." A similar situation will exist among the other nations at war. All this is of tremendous significance to the manufacturers and workers of the United States. It will mean either a tidal wave of immigrants to secure the more lucrative employment that this country offers, or the glutting of the world markets with the products of the cheaper labor of European factories. Some of the countries may put up bars against emigration for a certain period after the war, but English traditions are against any such restraint. How then is the American

any other people, not to pile up force with which to meet force, not to eliminate small nationalities or make great ones afraid, but primarily to make the Anglo-Saxon world really democratic—democratic interstate as well as intra-state, democratic as our 48 States are internally democratic." Such a Federation, he predicts, would sooner or later come to include France, Holland, Switzerland, probably the Scandinavian countries and Spain, and possibly some of the South American republics. The uniqueness of the suggestion is the unification of the Anglo-Saxon world, which has suffered but one great division in its empire since the

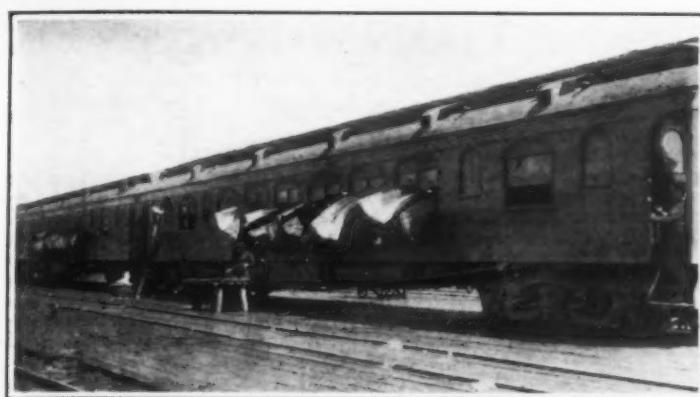
days of King Alfred. Geographically such a union would mean more territory than that of the remaining six great powers; a population under its constitution, white and colored, of 550,000,000 against 496,000,000 of the other six powers; \$50,000,000,000 more of wealth, and \$2,000,000,000 more in annual commerce. Not only does Mr. Kingsley see in such an Anglo-Saxon union a guarantee of the peace of the world, but the solution also of the "sleeping peril" that exists in the 3,000 miles of unfortified frontier between the United States and Canada. "To fortify that frontier," says he, "would be to revert to barbarism. To leave it unfortified assumes a condition which, at best, exists

perilously. We are like children playing at peace and 'making believe' that the Anglo-Saxon republic already exists." Physically the United English Nations would be greater than Rome ever was, and morally, as Mr. Kingsley declares, "it would be master of war and of the destinies of the human race."

HOW LONG WILL THE WAR LAST? many on the defensive, but expressing every confidence that her lines will hold. Maximilian Harden in *Die Zukunft* gives warning, however, that the goal is still remote and says, "We shall see more naked misery and hard need in the third year of war than in many ordinary years." The Amsterdam correspondent of the London *Chronicle* reports that the German military staff is readjusting home military arrangements in order to release every single available fighting man for service at the front, the theory being that a "decision so far as the present type of warfare is concerned is fully expected before the end of the summer." Messages exchanged between King George and the heads of all the Allied powers, express the determination to continue the struggle to a victorious end. More significant still were meetings held in every town and city in the British Isles in which the same firm resolution was manifest. The First Lord of the Admiralty, A. J. Balfour, declared that after the Jutland battle the tide began to "flow strongly in our favor." The most cheering feature of the war to Great Britain is the abundant supply of munitions now possessed, in marked contrast with the first year and a half of the war. David Lloyd George is quoted as saying that on the first of June, 1915, "The British army had one week's supply of munitions and only 75,000 shots in the reserve stock at the rear." "It is not for me to say how long the struggle will last," says General Joffre, "but the question matters little. We feel and we know that the crash is coming."



"THANK ME—WHILE IT LASTS"



GIVING THE SUNSHINE A CHANCE

"Sunning" the bedding used in sleeping cars is practiced by railroads just as much as by housewives. This photograph shows the way blankets, pillows and mattresses are given a good bath of sunshine—the greatest enemy of disease germs.

LESLIE'S TRAVEL BUREAU

EDITOR'S NOTE—This department will give specific information to LESLIE's readers who are planning to travel at home or abroad. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

SAFEGUARDING THE TRAVELER'S HEALTH

EFFICIENCY is the popular cry of our transportation systems. It reaches into every department, and safeguarding the health of the traveler is as vital a factor as keeping to schedule running time or avoiding accidents. Our modern transportation companies take greater precautions to insure the health of the traveling public than is found in the average home. How many private homes subject their cooks and waitresses to a physical examination? Yet this is required by many of our leading railroads. In how many homes is ventilation given more than a cursory thought? In the past eight years one railroad company alone—the Pennsylvania—has spent \$750,000 installing in its passenger cars what is considered the last word in car-ventilating devices.

The public gives little thought to the fact that food supplies on dining cars are fresher, most of the time, than those the housewife is able to buy, because the dining-car supply is secured daily, enroute, directly from farms and sanitary dairies owned or run under the supervision of the dining-car department. Meals are prepared under the most rigid sanitary rules and the commissary stores, kitchens and bake shops, as well as the dining-car kitchens, are regularly inspected to enforce efficiency in the matter of sanitary and hygienic conditions. Even the water coolers are regularly cleaned and sterilized. The dining car is the safest place to eat.

If one could see how cars are cleaned, he would be surprised. Carpets are taken up every three or four days, every particle of

dust being removed by a compressed air system; while this is being done other men are cleaning the interior of the car with vacuum cleaners; floors are thoroughly scrubbed and carpets laid afresh. If a passenger is found suffering from a contagious disease the car in which he has ridden is immediately taken out of service and turned over to health authorities for fumigation.

Pullman cars are cleaned, sunned, aired and fumigated after every run. Recently the Editor of the Travel Bureau traveled by Pullman from a district in which many tuberculous patients are treated, and in the same car rode two persons afflicted with the disease. The cars were not equipped with all the necessary precautions against the disease, and complaint was made to the Public Health Service of Washington as well as to the Pullman Company. Both showed every possible disposition to co-operate in safeguarding health. After a space in a Pullman is vacated by any suspect, it is not resold until after the car has reached its destination and been thoroughly fumigated according to rules. The Public Health Service in its effort to co-operate in this matter embodied in its new regulations on Interstate Quarantine some suggestions made by the Editor of this Bureau requiring persons suffering from communicable tuberculosis to be provided, while traveling, with sputum cups, and gauze or handkerchiefs with which the mouth and nose shall be covered while coughing or sneezing.

J. H. R., San Diego: El Paso, San Antonio, Houston and New Orleans are always of interest to tourists. If the trip is made one way via Chicago, you could visit the Grand Canyon, the Royal Gorge and Feather River country, or even include Yellowstone as a side trip from Ogden.

M. W., Le Sueur Center, Minn.: The Twin City Lines issues a very handy guide of Minneapolis and St. Paul which gives general information for the tourist and lists excursions to the near-by points of interest. The copy which I am mailing may help you plan your ten days' stop. For leaflets on the points of interest in Chicago write to the Chicago Board of Trade.

G. A. R., Indianapolis, Ind.: The famous Natural Bridge of Virginia is on the line of the Norfolk & Western Railway. This entire section is rapidly becoming known as a summer resort region and you may find it too warm the latter part of August and early September. Booklets mailed. Glad to know the Bureau gave you valuable assistance for your last summer's trip to California.

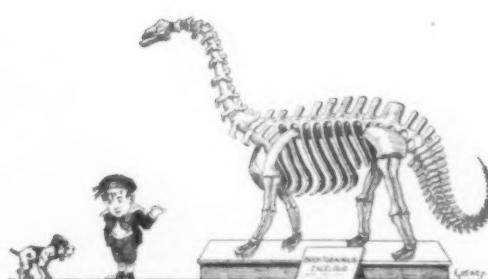
R. H. S., Mechanicsburg, Pa.: In many directions from Boston there are numerous trips of scenic and historic interest which can be made in a day or less, while others take two or three days. Among the most interesting are those to Concord, Lexington, Salem, Gloucester and Plymouth. The boat trips to Nantasket, Provincetown and to Portland are delightful short summer voyages, and the cost not exorbitant. The Boston & Maine Railroad issues a very handy and complete leaflet on trips about Boston.

M. A. C., Lyndhurst, N. J.: There are numerous places in the Catskill Mountains where you could spend a beneficial two weeks' vacation without costing more than \$35. The round trip fare from

New York to such places as Athens, Big Indian, Akra, Cairo, Catskill, Cornwallyville, Windham, East Windham, Purling, Gayhead and Round Top is only around \$5, and comfortable room and good board can be had at all these places for \$7 and \$8 a week. In the Berkshire Hills you will also find many places accessible from New York at little cash outlay.

H. W. S., Berkeley, Cal.: There are numerous ways of making the round trip to the Atlantic Coast, traveling east via one route and west via another. All summer excursion tickets allow this diversified routing. If you travel late in summer, make the journey one way via one of the northern routes, stopping at Yellowstone, Glacier Park, or any of the numerous stops in the Canadian Rockies, and return to the west in the fall via the Southern route through Washington, Atlanta, Birmingham and New Orleans. Stopovers allowed at all points mentioned in your letter.

C. A. R., Bluffton, Ind.: Summer excursion rate between Little Rock, Ark., and Niagara Falls, is \$43.50, exclusive of Pullman. This ticket allows the optional route via steamer between Detroit and Cleveland. Round-trip fare Niagara-on-the-Lake to Toronto, \$2. Points of greatest interest to tourists are as follows: Chicago: Stockyards, Art Institute, Chicago Public Library, the parks, Lake Shore Drive, Board of Trade, Marshall Field's Store, Field Museum of Natural History and the University of Chicago. Sight-seeing cars visiting most of these places charge \$1. Detroit: Museum of Art, Belle Isle Park, Fort Wayne, Boulevard Drive, and excursions to such points as Orchard Lake, St. Clair flats and Mt. Clemens. Buffalo: Public Library, Albright Art Gallery and the Park, Fort Erie, Chautauqua and Grand Island.



"Hi, Tousel how'd you like to hide him, a bone at a time?"

BREVITY may give Wit a Soul but it takes Quotation to make it Immortal. From San Francisco to New Amsterdam the exchange columns quote Judge as the representative of American humor, the "Happy Medium" of expression for America's best illustrators and foremost humorists. Notice the clippings you read and you will see Judge quoted everywhere.

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And now we are coming to the point of our discussion. Judge costs five dollars a year and the coupon on the opposite corner with a five dollar bill attached assures you of 52 jolly week-ends with Judge as a regular visitor. As a special offer —

for the summer — Judge will be sent for three months for a dollar. Take the tip.

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AGENTS WANTED

EVERY HOME ON FARM, IN SMALL TOWNS or suburbs needs and will buy the wonderful Aladdin kerosene (coal-oil) Mantle Lamp. Five times as bright as electric. Tested and recommended by Government and 34 leading Universities. Awarded Gold Medal. One farmer cleared over \$500 in 6 weeks. Hundreds with rigs or autos earning \$100 to \$300 per month. No Capital Required. We furnish Goods On Time to reliable men. Write quick for sample lamp for free trial, distributor's proposition and secure appointment in exclusive territory. Mantle Lamp Co., 625 Aladdin Bldg., Chicago, Ill.

AGENTS! COOPER MADE \$314 LAST MONTH. \$91 last week selling "Kantleak" Raincoats. New proposition. We deliver and collect. Sample Coat Free. Comer Mfg. Co., 3 Dort St., Dayton, Ohio.

SALES MEN WANTED

SALES MEN SELLING RESTAURANT, HOTEL, cafe, cigar, pool, drug, general store trade can do big business with our new live pocket side line. All merchants in towns 100,000 and under want it. \$5.00 com. each sale. No collecting. No expense or risk to merchant. We take back all unsold goods. Canfield Mfg. Co., 208 Sigel St., Chicago.

TWO MEN OF ABILITY: SELL CREDIT register systems; handles credits like cash; salesmen earning three hundred to five hundred monthly; exclusive territory. State qualifications; reference: President, Cash Credit System, Dayton, O.

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WRITERS! STORIES, POEMS, PLAYS, ETC. are wanted for publication. Good ideas bring big money. Others making money. Prompt service. Submit MSS. or write Literary Bureau, 114 Hannibal, Mo.

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HOW TO SELL GOODS IN SOUTH AMERICA is clearly told by a sales manager of 25 years' experience. W. E. Aufheimbaug, Selling Latin America. Read about the influences, sales, collect, etc., in this \$2,870,000,000 market. Sent postpaid for \$2. Circular of information free. Small, Maynard & Co., 16 Beacon St., Boston, Mass.

THE "LETTERS OF A SELF-MADE FAIL-URE" ran serially for ten weeks in Leslie's and were quoted in more than 200 publications. If you fit the "driver's seat" or merely plod along behind the wagon, whether you are a success or think yourself a failure, you will find this book full of hope, help and the right kind of inspiration.

If you believe that it is more important to know why ten thousand fail rather than why one man succeeds, read this book. The Letters are written in epigrammatic style with a touch of irresistible humor, and they impart a system of quaint philosophy that will appeal to everyone regardless of age, sex or station. Price \$1.00. Leslie-Judge Co., 225 Fifth Avenue, New York City.

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

DEATH TO THE DYE INDUSTRY

WHEN the Senate Finance Committee recently postponed the operation of the proposed protective dyestuff tariff, there was an immediate reduction of the chances that a dyestuff industry ever will be established in the United States. This is the time to establish such an industry, and there will not be as good an opportunity later on, for German dyestuffs are now

frequently, however, it is a choice between the mills and factories and the poorhouse. Since the problem must be considered in a national sense, all these reform laws must be worked eventually into the tariff system of the nation. If Japan produces cotton goods by child labor and these goods enter our markets in competition with higher grade goods made here by adult labor, why not exclude such goods or make them pay a duty equal to the difference between the cost of production here and that in Japan? The same argument applies to eight-hour laws, factory extension laws, workers' compensation acts and other measures materially increasing the cost of production in the United States. Australia has an unfair competition law which gives the Comptroller General power to exclude altogether any foreign importations which threaten to throw men out of work in any given industry or cause a loss of Australian prosperity. The Comptroller General and the courts must take into consideration, however, the general efficiency of the Australian industries. They must keep up to the mark, but when they are subjected to a competition which they cannot meet, they are immediately given relief. This is what the protective tariff has always done for the United States, and it is more necessary now than ever before in view of the tremendous trade and tariff war that is being planned in Europe as an aftermath of the present struggle. Senator

Overman of North Carolina, by the way, produced statistics while the child labor bill was under discussion, showing that in his State, where the employment of children in factories is not regulated, boys and girls are much better behaved than in those commonwealths where child labor laws are in force. To support his argument he cited figures to show that in his State with its absence of a child labor law, only 15 children in every 100,000 between the ages of 14 and 16 violated the law, whereas in Massachusetts the proportionate number was 279, in Rhode Island 199, and in Missouri 172. These three States have child labor laws.

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THERE is no question of the fact that Charles E. Hughes, Republican candidate for the Presidency, has rung the bell in his charges of the demoralization of the Civil Service, but it should be explained that in the conscious disregard of Civil Service restrictions, President Wilson has been acting within his rights, for the President is privileged to issue executive orders overriding the Civil Service Commission. Several hundred of such orders have been issued, and behind nearly every one, it is asserted by the administration, is a story of heroism or sacrifice on the part of some faithful employee of the Government. A rural delivery carrier, for instance, was shot down by a highwayman while carrying the mails. His wife and children were destitute. There was no law under which the family of the civil employee could be pensioned. The widow asked for a small place in the Government service and the President issued an executive order. In another instance a sailor had his arm blown off in the performance of duty, and when he applied for a position as watchman in one of the navy yards, the Civil Service Commission rejected him because he was "physically unfit." The President wrote

virtually cut off. The domestic dyestuff industry is struggling to its feet, but there will have to be a complete revision of basic industries in the United States before the business can be well founded. It is not merely a question of investing money in plants. The United States has the raw material, namely—high-grade coal—in great abundance and of a kind well suited for making all the tar products consumed in this country. It has been found more profitable by the operators of coke ovens to develop as by-products heavy tar oils. They will have to readjust their business if there is to be more of the by-products used for dyestuffs. The coke oven operators are not likely to make the readjustment, which involves considerable expense, unless they are assured right now of a continuous demand for the by-product needed for dyes.

RICHES FOR THE RED MAN are the richest people in the world, and soon they are going to be even richer. Their wealth is registered at \$20,000 per capita at the Indian Office. Secretary Lane of the Interior Department recently gave his approval to new leases running for five years, whereby the Osage Indians rent their valuable oil lands in Oklahoma to some of the big oil companies. This will increase the average annual income of the two thousand Osage Indians from \$600 to \$1,000 per annum. The leases will cover about 680,000 acres. It is estimated that the annual income of the Osage tribe under the new leases will aggregate at least \$2,500,000, in addition to the \$3,233,000 received in cash at recent sales, as against about \$500,000 heretofore received annually under the old leases, which expired last March.

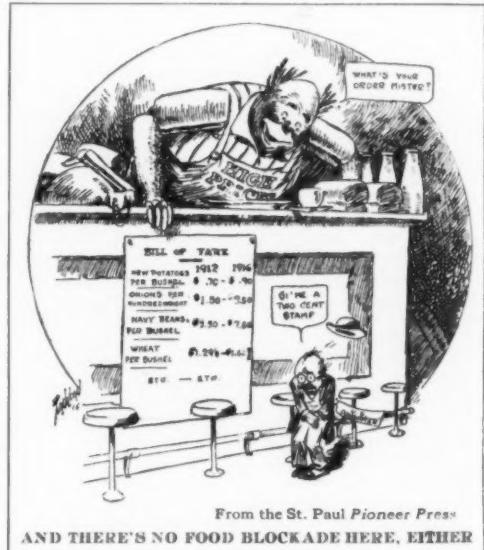
PUZZLING LABOR LAWS INDUBITABLY it is in the interest of a virile intelligent citizenship, that children under 14 years of age should be kept at school and not forced to work in mills and factories.

In answering advertisements please mention "Leslie's Weekly"



From The New York Evening Telegram

PAY! PAY! PAY!



From the St. Paul Pioneer Press
AND THERE'S NO FOOD BLOCKADE HERE, EITHER

an executive order granting him a position. A man who had served in one of the departments in Washington for 35 years, rendering efficient service, contracted tuberculosis and wanted to get into the park service in the West, where he could remain out of doors. Under the Civil Service restrictions it could not be done, so an executive order was issued. Nine out of ten of the cases above referred to, it is claimed are of this character.

MEN WHO ARE MAKING AMERICA

(Continued from page 230)

he presented a \$500,000 building to Barnard in preference to doing anything for one sect.

And now comes a tragic part of the chronicle.

Mr. Schiff does not believe that the Jews in America should seek to hold themselves apart. He condemns everything tending to foster racial separateness. He urges that every Jew must be an American citizen first, a Jew second.

In an impassioned speech not long ago, replying to criticisms by his own people, he declared with feeling: "We hold our Jewry, our flag, as high as our fathers did, but we recognize that we are Americans, and we want our children to be Americans. We want our children to love our religion. We want them to be able to read in the original language our laws and our codes, but we also want them to think in English, to read in English, to adopt American ways."

So hurt was Mr. Schiff by the ingratitude manifested by some of his co-religionists that he felt constrained to announce that henceforth he would "have no part in Zionism, nationalism, the congress movement and Jewish politics in whatever form they may come up."

HURT BY INGRATITUDE

How deep the stabs have entered Jacob Schiff's heart cannot be fathomed by those who do not know the man. To find himself the object of ingratitude, criticism and condemnation by the very people from whom he had reason to receive gratitude has wounded Mr. Schiff grievously.

His experience is reminiscent of what the late J. P. Morgan underwent when he was indicted for conspiracy in the Grand Trunk-New Haven Railroad case. Mr. Morgan, then, like Mr. Schiff, near seventy, was heartbroken, inconsolable. He could not leave his bed. He wept, and from an aching heart wailed: "To think that after all these years I have been branded by my own Government a criminal, fit only to be thrown into jail!" Had not Charles S. Mellen come forward and shouldered the whole responsibility it is doubtful if the aged financier would have recovered.

One accusation brought against Mr. Schiff has been that he was "dictating to the Jews of New York what they ought to do." Whether Mr. Schiff, with his peculiar—and to my mind, not wholly wise—attitude toward the press and the public—thought it necessary to be punctilious, when doing the right thing, to do it the right way, whether it ever occurred to him that his enormous power made him vulnerable to charges of autocracy, I cannot say. I rather think the possibility of being misunderstood never entered his head.

I do not quite understand exactly why such a hornet's nest should have been let loose about Mr. Schiff's ears. Nor do I know that Mr. Schiff has been well-advised in taking the criticisms so much to heart.

But I do know that he is among the best friends the Jews of America have ever had; that for years he has spent as much time in their behalf as in attending to his banking business; that the most eminent Jews of Europe regard Jacob H. Schiff as one of the foremost leaders of their race in the whole world, as something of a modern Moses; that the educational, the charitable and the social facilities for American Jews would not have reached their present state but for the thought, toil, exhortation and benefactions of Mr. Schiff; that he has, without blowing of trumpets, helped many a poor Jew and Gentile, black as well as white, out of his own purse, and that he is held in affectionate regard by a large part of the masses familiar with his charitable works.

I do know, in short, that Jacob Schiff is a man whom any race might well be proud to call its own.

In presenting him for the degree of Doctor of Commercial Science at the New York University last June, Vice Chancellor

Stevenson thus summed up Mr. Schiff's services:

"Jacob Henry Schiff, in this land of your adoption you have won a place of acknowledged leadership in financial and commercial pursuits. For enterprise and breadth of vision, for probity and worth, for the patronage of learning, for fidelity to the best traditions of your race, and for altruistic service that transcends the boundaries of race and religion, New York University bestows upon you the degree of Doctor of Commercial Science and directs that your name be added to the roll of her alumni."

Next year Mr. Schiff will celebrate his seventieth birthday and his firm the fiftieth anniversary of its foundation.

NEXT WEEK—JOHN D. ARCHIBOLD, THE CLERGYMAN'S SON, WHO BECAME A GREAT CAPTAIN OF THE OIL INDUSTRY.

TOO PROUD TO LOAF

We're camping on the Rio Grande
With nothing much to do
But wash our shirts and darn our socks,
And darn the insects too.
We want the world to understand
We're not too proud to fight.
But draw the line at loafing here
With things that sting and bite.

The rattlers are a friendly lot
And visit us by scores,
Tarantulas prefer our tents
To sleeping out of doors.
We've learned the horned toad is but
A harmless little oaf,
We're not a bit too proud to fight,
But how we hate to loaf!

In napping in our shoes and hats
The scorpion persists.
And we did not enlist to be
A bunch of naturalists.
We're not too proud to fight the foe
No matter when he comes,
But are ashamed to wait around
And loaf, and twirl our thumbs.

While we are valeting for mules
And building fences here,
Some other fellows have the jobs
We held for many a year.
We're not too proud to fight—in fact
We'd glory in a fray,
But we're too busy just to sit
And loaf our time away.

O! this is not a soldier's life,
This slugging sand and sun,
Mosquitoes, fleas, and all the pests
That crawl and fly and run.
We're not too proud for Freedom's sake
To fight and bleed and die,
But loafing will not help to keep
Old Glory in the sky.

MINNA IRVING.

BOOKS WORTH WHILE

INCLUDING YOU AND ME. By Strickland Gillilan. (Forbes & Co., Chicago; \$1 net.) Over 100 poems by the well-known writer and humorist and each worth while. The author deals for the most part with the common things of life, but his poetic skill is genuine and his verses are pervaded with a sense of humanity and a cheerful philosophy.

VIVE LA POLOGNE. A French tract covering the history of Poland from the earliest times to date and offering also an abbreviated survey of the artistic, literary, musical and scientific achievements of that country. The author is Louis Vallot-Duval. Sixteen illustrations, two maps. Price, 35 cents. Published by Etats Unies, 15 bis, rue Amelie, Asnières, Seine, France.

CREDIT, ITS PRINCIPLES AND PRACTICE. By Ben H. Blanton. (The Ronald Press Co., New York; \$2 postpaid.) A practical work for credit men presenting the principles and practices involved in modern credits and collections, together with an examination of bankruptcy proceedings. The book discusses old and new credit methods, the credit man's qualifications, credit office machinery, credit granting, bank credits, the commercial agent, safety appliances in the credit department, credit insurance, collection matters, causes of failure and all the phases of insolvency. The volume will be helpful to every business man. The appendix contains a variety of useful business forms and the text of the National Bankruptcy Act.

THE NATIONAL ROAD. By Robert Bruce. (Published in co-operation between National Highways Association and Robert Bruce, Clinton, Oneida Co., N. Y.; price \$1.) By aid of description, photograph and map, this ninety-six page work gives the complete routing of the portion of this most historic thoroughfare in the United States, from Baltimore and Washington to Frederick, Hagerstown, Cumberland and Frostburg, Maryland; Uniontown, Brownsville and Washington, Pennsylvania, and Wheeling, West Virginia. Points of historical interest are covered fully in the descriptive text, and the book forms an ideal guide for every tourist desiring to travel over this strategic Eastern link in the National Old Trails Ocean-to-Ocean Highway.

In answering advertisements please mention "Leslie's Weekly"



"A SPRING CHICKEN"
By James Montgomery Flagg

Have You Room for Five Little Bathing Girls in Your Den?



"A CHICKEN SAND-WITCH"
By T. V. Kelly



"A SHOCK ABSORBER"
By James Montgomery Flagg



"A CURTAIN OF FIRE"
By James Montgomery Flagg



"LOOK BEFORE YOU LEAP"
By Enoch Bolles

In full colors, mounted on a heavy, double mat, 11 x 14, ready for the frame, these five pictures which sell for twenty-five cents apiece will be sent you for

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These clever posters by Flagg, Kelly and Bolles are especially adapted to summer decorations and are just the thing to brighten up the walls of your bungalow or bring the tang of the sea into your city home.

L. 8-31-16

The prints ordinarily sell for twenty-five cents and all are uniform in size and quality but the entire set of five will be sent post-free on receipt of a dollar—check, money-order, bill or stamps—attached to the coupon in the corner.

Judge Art Department
225 Fifth Avenue
New York City

Enclosed find one dollar.
Please send me the Five Little Bathing Girls as advertised.

Mail it in today

JUDGE ART PRINT DEPARTMENT
225 Fifth Avenue
New York City

Name
Address

Put Idle Money to Work

by investing in First Mortgage Real Estate Bonds, and it will be safe and yield 5½% interest. Denominations, \$100, \$500 and \$1,000.

No investor has ever lost a dollar of principal or interest on any security purchased of us since this House was founded, 34 years ago.

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S. W. STRAUS & CO.
Established 1888
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CHICAGO NEW YORK
DETROIT MINNEAPOLIS

Our Service includes

1. Searching investigation of bonds we recommend.
2. Analysis of the purchaser's requirements.
3. Selection and adaptation of offerings.
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We carry a complete line of Municipal, Railroad and Public Utility Bonds, in order to have constantly on hand just the kind of a bond each investor should buy.

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Have you ever considered the precautions which a prudent investor should take in making purchases on The Partial Payment Plan?

Our Investment Department has made a special study of this subject, based on experience with many Partial Payment Purchasers.

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"Partial Payment Plan"

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Installment Investment provides encouragement to start and maintain a plan for saving money. It induces systematic thrift—it enables you to invest while you save and save while you invest.

Send for our booklet No. 2, "Installment Investment," containing interesting data on legitimate saving—free on request.

TEFFT & CO.

Members New York Stock Exchange
5 Nassau Street New York City

JASPER'S HINTS TO MONEY-MAKERS



G. S. PARKER
President of the Live Stock National Bank, Sioux City, Iowa, and one of the leading financiers of a progressive city which is a railroad center and has extensive industrial establishments.



GEORGE W. NORRIS
Of Philadelphia, head of the new national Farm Loan Board. He has been reporter, lawyer, banker and public official in his city; and is identified with various civic and philanthropic organizations.



DAVID SHOLTZ
Of Daytona, Florida, the youngest man ever elected to the Florida legislature. He is director, secretary and general counsel for five large corporations, including the Central of Florida Railway Company.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answers by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

THE bulk of the letters I receive, in these days, reflects the general prosperity of every section of the country. The thrifty are saving their money. They want to know what to do with it. The unthrifty are spending it. What they do with it concerns, therefore, only themselves.

There never was a time before when so many people in newspapers and in circulars, in advertising columns and in other ways were trying to coax money out of the pockets of the thrifty.

Money is hard to earn, but easy to spend. Those who think that by speculating they can strike fortune in a short time are victims of their credulity. The safe things in Wall Street are the best, and properly bought will give a good return with a fair speculative chance.

The great war in Europe is opening a fine opportunity for careful investors to put their money in the safest kind of securities, namely Government bonds. If my readers will go back to the time of the great War between the States, from 1860 to 1865, they will find that our own Government bonds sold at a heavy discount. American investors were either too poor to buy or were afraid that the country would be broken in two and its obligations repudiated. Farsighted foreigners who had faith in the future of this country took their chance and made a great deal of money; in fact some of them doubled their investments.

I cannot conceive that any of the first-class powers now engaged in the war can ever repudiate its war loan. The credit of Great Britain, Germany, France, Russia, Italy, and even of Austria has been and ought to be as good as that of Japan, and the latter's bonds command a world-wide market.

The war is enormously expensive, it is true, but the national resources of all the first-class powers involved are almost incalculable and it would be to their lasting discredit if they failed to pay every creditor in full.

The British 5 per cent. Exchequer bonds, now being advertised in this country with a special invitation to British residents here to subscribe, return the generous interest rate of 5 per cent. But in view of the low rate of exchange there is a substantial profit on every \$500 bond now purchased.

The American investor will be a little confused by the fact that these British bonds are issued on the pound sterling basis. Approximately a 100 pound bond represents a \$500 bond in American currency. The English pound sterling normally is worth \$4.86 or \$4.87 in this country, but because of the war's upheaval the rate of exchange is now down to about \$4.76. The Exchequer bonds are payable in 3 or 5 years. After the war, the English pound will be worth just as much as it ever was and those who buy a 100 pound bond (on the basis of exchange at \$4.76) at \$476 will, in normal times, with normal exchange find this bond worth \$487 besides the premium.

It must be remembered that the Government loans of Great Britain have been made on as low a basis as 2½ or 2¾ per cent. What will a 5 per cent. loan be worth after the war? The premium ought to carry it a good ways above par. I might say this also in respect to loans that are being offered by Germany, France and other first-class powers.

The Exchequer bonds for which Great Britain specially appeals to its friends in this country for subscriptions are apart from its new \$250,000,000 note issue, also paying 5 per cent., and offered to the public at 99 and secured by pledge of collateral of American and other securities. A special appeal is made to the friends of Great Britain to subscribe directly through the Bank of England for the Exchequer bonds, but they can be bought through any local bank in the United States or through any broker. The \$250,000,000 Collateral loan is offered to investors generally and has not the patriotic factor which attaches to the Exchequer bonds, but the latter are sold at par while the American loan is offered at 99. The difference in price is accounted for by the fact that the Exchequer bonds run from three to five years while the notes are redeemable, on thirty days' notice, on any day up to August 31, 1917, at 101, and thereafter until August 31, 1918, at 100½ and accrued interest. The preference of the investor, naturally, would be for the longer term loan with the possibility of speculative value that attaches to it.

Almost any bank in any community can easily buy the new English bonds or bonds of any other foreign government through their New York connections so that there is as little difficulty in making their purchase as in buying stocks or securities of any kind. Brokers also deal in Government securities and usually the advertisements of such issues point out the particular financial institution to which letters can be addressed for information and advice.

The fact that the new British bonds are free of the British income tax is also noteworthy. The opportunities that the small investor

(Continued on page 249)

The Increasing Investment Value of

Standard Oil Securities

D Send for pamphlet giving list of Standard Oils which have piled up a sufficient surplus to justify ready distribution of profits to stockholders in the shape of a stock bonus or large extra cash dividend.

D Ask for 23-D, including Standard Oil statistical handbook and booklet explaining

"The Twenty Payment Plan"

SLATTERY & CO.

Investment Securities

(Established 1908)

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New York

Stocks and Bonds ON THE PARTIAL PAYMENT PLAN

A small first payment enables you to purchase one share or bond, or as many as you care to, of Railroad, Industrial or Public Utility Companies. The balance may be paid in convenient monthly installments of \$10, \$20, etc., depending upon number purchased.

You may divide your investments among several dividend paying securities under this plan.

Write for "Booklet A-Z"

It is interesting and fully explains "The Partial Payment Plan." Free upon request.

SHELDON-MORGAN & Company

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1/2 % SOUND FIRST MORTGAGES

We Pay 6 1/2% to 7% Secured by Oklahoma Real Estate worth three times the value of the loan. The demand for these first mortgages in unsettled times indicates their unusual stability. First Mortgages don't shrink in value, they increase and sure. Interest always paid date it is due. Over \$1,000,000 loaned and not a single cent lost to any investor or a single foreclosure sale date. Isn't a first mortgage the best investment for you? Write for booklet describing methods, and lists of loans from \$300 to \$10,000.

AURELIUS-SWANSON CO., Inc.
28 State Street Post Office,
Oklahoma City, Oklahoma

Diversification of Interest an Important Investment Element

THE careful investor not only distributes his purchases over different issues of securities, but also among different kinds.

To meet the varying requirements of all classes of investors, both large and small, we offer a diversified list of investment bonds yielding from 4% to 6% in denominations of \$1000, \$500 and \$100.

Send for List No. 65

E. F. COMBS & CO.

Successors to Beyer & Company INVESTMENT BONDS

120 BROADWAY - NEW YORK

MANY desirable securities may be bought outright at comparatively low prices, and if carried for a reasonable length of time, will show satisfactory advance, meantime paying good interest.

The Bache Review

issued weekly, will enable readers to keep informed on the general situation.

Copies sent on application

J. S. BACHE & CO.
Members New York Stock Exchange
42 Broadway, New York

JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 244)

now has to put aside his savings in the choicest securities, on a partial payment plan, requiring as little as \$5 or \$10 down, has never been equaled. I firmly believe that those who buy securities of the best quality, at present prices, will find the transaction very profitable in the long run.

D., Lewisburg, Pa.: Rock Island first ref. mortgage bonds are well secured and a fair investment. P., Burlington, Iowa: Pennsylvania R. R. is a good investment as a seasoned dividend payer. Its par value is only \$50 per share and its market price is about \$56. This is the equivalent of \$112 for a \$100 share.

B., Newark, N. J.: Peerless Truck & Motor Co. is a holding concern for Peerless Motor Car Co. and General Vehicle Co. General Vehicle has paid no dividends, and though Peerless Motor Car has paid pfd. dividends, it has disbursed nothing on common.

W., McArthur, Ohio: Stewart Warner Speedometer Company has retired its preferred stock. It has no bonds and the common is its only outstanding security. Six per cent. has been paid on the common since 1913. It is a good business man's investment.

T., Edwardsburg, Mich.: Wabash pfd. A sell higher than the price you mention, but is still a fair speculation as the road's increasing earnings have brought a dividend much nearer. Marconi of America is a poor long pull. The company is doing a fair business, but has not paid dividends.

K., Medina, Ohio: United Motor Corporation is a combination of successful manufacturers of auto accessories. There are high expectations among the holders of the stock, which has no par and is selling above its initial price. The company is doing well and its stock is well regarded as a speculation.

H., Masontown, W. Va.: Western Maryland common has not paid a dividend and the pfd. has paid nothing since 1912. Chicago Great Western pfd., Kansas City Southern pfd. and C. F. & I. pfd. are dividend payers, but the common of each company is a long-pull speculation. The most attractive just now is C. F. & I.

H., Cleveland, O.: Westinghouse Electric common is well regarded at present market price, though it pays less than 6 per cent. on the investment. The pfd. also is a good purchase, as it is a 7 per cent. cumulative stock and participates equally in profits when dividends exceeding 7 per cent. are paid on common.

H., Pittsburgh, Pa.; H., Fond du Lac, Wis.: Though Russia has never repudiated her bonds Russian 5½ per cent. bonds are not so highly regarded as British and French bonds. They offer a speculative opportunity because of the present low rate of Russian exchange. The coupons are valid until ten years after the loan matures.

J. E., Selma, Ala.: Emma Copper Co., after suspending operations for several years, resumed in 1914. The mine is a silver-lead one and the advance in values of these metals due to the war caused reopening of the mine. It is said that substantial ore bodies have been uncovered, but the earnings have not as yet resulted in dividends. The stock is only a speculation.

D., Miami, Fla.: The issue of stock without par value is becoming frequent. Stated par value is of no real use, as stocks sell only for what investors think they are worth. This may be more or less than par. I am not aware that preferred stocks of no par value have ever been issued. It could be done, however, and dividends could be fixed at a certain number of dollars per share.

G., New York; L., Brooklyn, N. Y.: Intercontinental Rubber Co. has large properties in Mexico where it has had to suspend operations because of the Mexican troubles. It is making a profit out of several steamships. It has retired all its pfd. stock and has no funded debt. Peace in Mexico would cause its prospects to improve. The stock is a fair long-pull speculation. American Ice is making good earnings and looks like a long-pull purchase.

C., Stamford, Conn.: You might buy on the partial payment plan any three of the following \$100 bonds in the list which you submit: Anglo-French 5's, New York Central conv. deb. 6's, Southern Pac. R. R. San Fran. Term. first 4's, Virginian Railway first mortgage 5's. Public Corporation of New Jersey perpetual 6's. American Ice Securities deb. 6's. Lackawanna Steel Co. first cons. gold 5's and New York Air Brake first mortgage cons. 6's.

H., Cleveland, Ohio: U. S. Rubber's earnings in 1915 showed a substantial increase over those of 1914. Surplus for 1915 was \$2,882,048. Total surplus \$22,962,322. Bonded debt has been reduced to \$16,500,000. The company appears now to have sufficient working capital, but whether dividends will be resumed on the common this year has not been disclosed. The 8 per cent. pfd. is a good business man's investment and the common a fair speculation.

D., Lexington, Ky.: Gasoline, Boston: I do not advise the purchase of stock of the Gasoline Corporation as "a safe and profitable investment." The circular gives no balance sheet to show whether the business is on a commercial basis. All sorts of new enterprises are seeking capital from investors. If the enterprises win, the investor gets a return. If they lose, the investor stands the loss. Why not buy the shares of companies that have fully demonstrated their dividend-paying qualities as conservative investors do?

L., Whiting, Kansas: Foreign war bonds are

regarded as safe and are readily salable. Great Britain's credit is high and her bonds sell best. The Anglo-French bonds are backed by both Great Britain and France. These pay 5 per cent. and are selling at about 95. The American Foreign Securities 5's are secured by collateral deposited by the French government and are virtually a French issue. These are quoted at about 98. All foreign bonds may be purchased through brokers advertising in *Leslie's*.

K., Cleveland, Ohio: Colorado Fuel & Iron common, bought at present prices or lower, is a good speculation. It pays no dividend at present, but the earnings of the company have greatly increased and a large proportion of the arrears on the preferred has been paid.

There are many other common stocks already paying good dividends. Among these are, in the industrial list, U. S. Steel, National Lead, American Smelting, American Sugar and American Cotton Oil, and in the railroad list, N. Y. Central, Union Pac., So. Pac., Penna., Atchison and Norfolk & Western.

M., Mobile, Ala.: Willys Overland common is one of the best motor stocks, but pays less than 6 per cent. on market price. Lee Rubber yields less than 5 per cent. on market price and is a fair speculation.

Union Bag & Paper pfd. makes no return at present, but is an attractive long-pull speculation. International Paper's earnings have been enhanced by the high price of paper, and the pfd. pays about 3 per cent. on market price which has lately risen materially.

The common is a long pull. Buy the preferred. Stoss Sheffield reports enlarging profits and is paying dividends on the pfd. The common is a long-pull speculation. The strength of Colorado Fuel & Iron of late evidences that those who bought it for a long pull made no mistake.

U. S. L. & H., Boston: You are correct in your statement that President Starbuck of the New York Airbrake Company is the same gentleman who was formerly Chairman of the Board of the U. S. Light Heating Company before the latter, in a trick, was forced into bankruptcy just before the European war. The war orders received by President Starbuck's Airbrake Company have put the stock of the latter on a 10 per cent. dividend basis. If he and his associates had been left in charge of the U. S. L. & H. Company, the stock of the latter would probably be on a similar basis now. The deluded shareholders of the U. S. L. & H. who entrusted their proxies to a self-appointed "protective" committee now find the members of the latter in a selfish quarrel while the stock sells at less than the assessment paid on it. This ought to be a lesson to owners not only of U. S. L. & H. but of all other securities, teaching the folly of sending proxies to anybody who asks for them under the guise of offering the shareholders "protection." This is an old trick and ought to be played out by this time.

C., New London, Ohio: 1. Your capital of \$500 to \$800 would be well invested if you bought, on reaction, such standard dividend payers as New York Central, Atchison, Topeka, & Santa Fe, Union Pac., Pennsylvania, Northern Pac., Norfolk & Western, American Sugar pfd., Amer. Tel. & Tel., National Lead or American Smelters. 2. It cannot be foreseen whether U. S. Steel common will reach par before an increase in dividend. The latter is not likely to be increased while steel remains without tariff protection. Colorado Fuel & Iron is certain some day to reflect the company's greatly enhanced earnings. I would not attempt, however, to put a time limit on its rise. 3. The Universal Gas & Oil, incorporated less than a year ago, controls several subsidiary companies. It has large areas of oil and gas lands and has declared an initial quarterly dividend of 2 per cent. Until it becomes a seasoned dividend payer, the stock will be speculative. 4. White Motors Co. is a strong and prosperous manufacturer of motor trucks. The stock is on a 7 per cent. basis, is selling above par, and is a well regarded motor security.

New York, August 24, 1916. JASPER.

FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of *Leslie's*, follows:

An interesting illustrated booklet on the Anaconda Mine can be had without charge by writing to Eugene Meyer, Jr., & Co., 14 Wall St., N. Y. A list of 75 stocks, with quotations, dividends etc., offering unusual investments, may be found in the "Unlisted Securities Review," published by Dawson, Lyon & Company, 42 Wall Street, New York. The firm will forward a sample copy and its Circulars sent upon request with application.

First mortgages bearing as high as 8 per cent. interest and based on improved real estate in leading Florida cities are offered by G. I. Miller & Co., Inc., 5 Bank & Trust Company Bldg., Miami, Fla.

The company will supply full information regarding these securities to any reader of this department without charge.

"The Trade Review," one of the most widely quoted of the weekly financial letters, keeps its readers informed on the Wall Street and business situation and discloses favorable opportunities for buying desirable securities. A free copy of it can be had of J. S. Bachrach & Co., members New York Stock Exchange, 42 Broadway, New York.

In answering advertisements please mention "Leslie's Weekly"

The rapid growth of Oklahoma has attracted the general attention of investors. Aurelius-Swanson Company, 28 State National Bank Building, Oklahoma City, Okla., recommend 6½ to 7 per cent. mortgages based on good farming land in their section. They will send to any address their free booklet and a list of loans ranging from \$300 to \$10,000.

Securities based on properly appraised and well-selected real estate have no superior for safety. The 6 per cent. Secured Certificates of the Salt Lake Security & Trust Company, Salt Lake City, Utah, are doubly protected—by real estate worth more than their face value and by the large assets of the company. The company is ready to furnish investors with complete information about these certificates.

How to provide for one's children by investing in \$100 bonds is set forth in an interesting booklet issued by John Muir & Co., specialists in odd lots and members New York Stock Exchange, 61 Broadway, New York. Send to John Muir & Company for Partial Payment Bulletin No. 1 and also for Bulletin No. 2, "Partial Payment Precautions," containing advice as to the right method of using the partial payment plan. Both of these will be mailed free on any application.

An investor's most attractive proposition is offered by S. W. Straus & Company, 150 Broadway, New York, and Straus Building, Chicago. This long-established house offers and guarantees first mortgage real estate bonds based on choice properties in leading cities and yielding 5½ per cent. The bonds are in denominations of \$500, \$100 and \$1,000. Write to Straus & Company for free Circular No. 4602 giving all the particulars.

The growing problem of farm mortgages is disclosed in this statement by President Hubert of the Merchants' Loan & Trust Company of Chicago: "For the first time in my recollection we have not enough farm mortgages to supply the demand. This is the season of the year when ordinarily few farm loans are made. I am inclined to advise the present extraordinary demand to the extent that it may be met by readjustments at the end of the war. Returns of Leslie's desiring to invest in securities of this class should communicate with the American Trust Company of St. Louis, which is selling 5 and 6 per cent. farm mortgages in amounts of \$100 up. The company's illustrated booklet, 'The Making of a Farm Mortgage,' is full of interest and can be had free by writing for Bulletin No. 118 to Investment Department, American Trust Company, St. Louis, Mo.

THE GREATEST INDUSTRIAL ENTERPRISE

NO one who takes a healthy interest in the progress and prosperity of the country can fail to be fascinated by "The Authentic History of the United States Steel Corporation," written by Arundel Cotter. This corporation, the world's greatest industrial enterprise, with an outstanding capital stock of over \$868,000,000 and bonds exceeding \$616,000,000, has now been in existence fifteen years. It has met with a success exceeding the expectations of its most sanguine founders. It has built up a tremendous business, with the fairest treatment of rivals, has vastly improved industrial methods; has given steady employment to hundreds of thousands of workers at good wages and won their loyalty and esteem; has enlarged our foreign commerce; has stabilized industry; has cheapened products; has built a city of more than 40,000 inhabitants and has led all other organizations in welfare work in behalf of its employees.

This is a wonderful record and Mr. Cotter's account of it is well written and as readable as a novel. He pays fitting tribute to the principal figures in this monumental enterprise—Judge Elbert H. Gary, who first proposed the great combination, chairman of the board and the leader in the corporation's modern and humane policies; the late J. P. Morgan, whose financial power made the corporation possible; Charles M. Schwab, who finally persuaded Mr. Morgan to enter the project, and was the corporation's first president; Henry C. Frick, the real father of the integrated steel business in the United States; James A. Farrel, present president, and George W. Perkins, for years chairman of the finance committee. The book reviews the purchase of the Tennessee Coal & Iron Company, the Stanley Committee's investigation and the dissolution suit brought by the government, in which the United States District Court of Appeals decided in favor of the corporation. The reader is convinced that the government has not a leg to stand on in this case which the Department of Justice still persists in pressing.

The book has numerous illustrations. While popular in style, it contains sufficient statistics to make it authoritative and to entitle it to a place in every business man's reference library. New York: The Moody Magazine & Book Co., price \$2.

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Brunswick Subscription Co. L. 8-31-16

449 Brunswick Bldg., New York City I

Enclosed find \$1.74, in full payment for the six-volume set of Stevenson. Send books, carriage prepaid, to

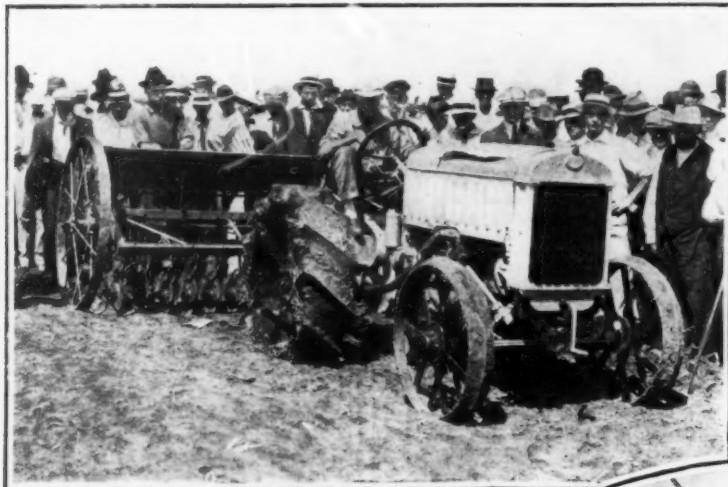
Name _____

Address _____

The flavor of the salt sea and the spirit of adventure are in Peter B. Kyne's new series of sea stories, the first of which is called "The Halcyon Comes Back." Read it in the September 2nd issue of

Collier's
5¢ a copy
THE NATIONAL WEEKLY

LATE NEWS TOLD IN PICTURES



NEBRASKA'S GREAT TRACTOR SHOW

Fifty thousand people gathered in one day to see the farm tractors exhibited at the annual tractor show near Omaha, recently. More than 6,000 automobiles were parked on the grounds. Our picture shows an interested crowd examining the Henry Ford & Son tractor which, though not yet perfected, attracted more attention than all the others. Which shows the power of advertising.



LAND LUBBERS GO TO SEA

In pursuance of the volunteer idea of preparedness a month's training for landmen who would want to serve their country on the sea in case of war, was authorized by the Navy Department. It is an adaptation of the now famous Plattsburg idea to naval conditions. More than 2,000 young men undertook the training. Nine battleships were authorized to receive them on board, of which three sailed from New York on August 16th. Among the "rookies" were Junius Spencer Morgan, Oliver Iselin, W. C. D. Iselin and William G. McAdoo, Jr.



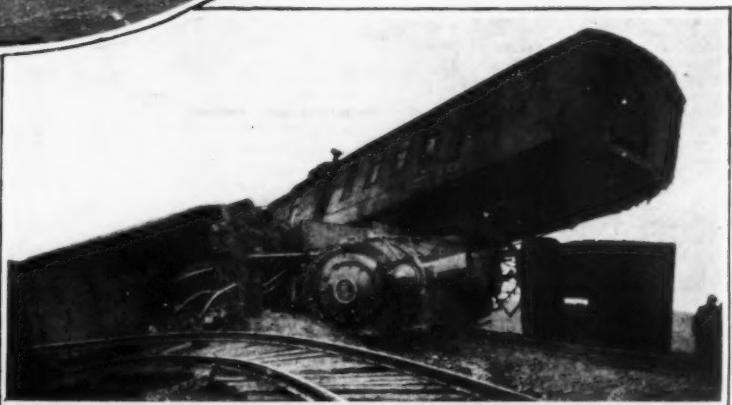
NEW WAY TO CROSS NIAGARA

An aerial cable car has been installed across the whirlpool rapids below Niagara Falls, and a regular passenger service is now being maintained. The appearance of the car is well shown in the photograph.



MR. HUGHES PLEASED WITH BUTTE

On his trans-continental speaking tour Charles E. Hughes stopped at Butte, Mont., long enough to visit a copper mine 2,800 feet below the earth's surface. In his address at Butte he said, among other things: "Because of Columbus we have a punitive expedition to catch Villa and to punish him. Called 'punitive,' it did not punish anybody but ourselves. It did not secure any reparation. The expedition went as far as the Mexicans thought proper to have it go and then walked back."



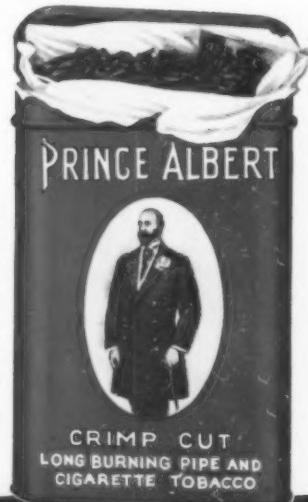
STRANGE WRECK OF A DOUBLE-HEADER TRAIN

A double-header passenger train ran into an open switch at Boron, Mont., while making over 50 miles an hour, and was wrecked. Engineer Baker, of the first locomotive, was killed and the two locomotives were completely demolished. Our photograph shows one of them. The other was thrown down the embankment. The baggage car of the train was thrust up over the boiler of one locomotive. Several of the coaches remained on the track and were picked up by a relief engine and drawn away without the help of a wrecking crew.



P. A. punches new tobacco notions about quality into the keenest smokeappetite!

You so appreciate Prince Albert quality that you do not look for coupons or premiums! We have always preferred to give quality. National or state restrictions on coupons or premiums can in no way affect Prince Albert's sale!



Buy Prince Albert everywhere tobacco is sold in toppy red bags, 5c; tidy red tins, 10c; handsome pound and half-pound tin humidors and in the clever, practical pound crystal-glass humidor with sponge-moistener top that keeps the tobacco in such fine condition.

PRINCE ALBERT presents the cheerfulness bundle of pipe and cigarette joy you can figure out—tobacco happiness that means going-to-it-to-beat-the-cards *without a comeback!* For, Prince Albert is not only delightful in its coolness, flavor and fragrance, *but it can't bite your tongue or parch your throat!* Bite and parch are cut out by the exclusive patented process by which it is made! *Prove it out yourself!*

When you open up a package of Prince Albert and fire-a-load you realize that your good money has purchased quality. The dividends of delight P. A. hands out north, east, south and west knock clipping coupons off the Christmas tree.

Prince Albert is a revelation in tobacco contentment

PRINCE ALBERT

the national joy smoke

as well as a revelation in tobacco quality! Why, just to think about P. A. makes your mouth water—it pans out such prime-pleasure all-around-the-clock! And you smoke free and easy, and to your heart's content!

Put yourself on the cheery side of some Prince Albert. Puff its pacifying, tasty, fragrant smoke into your mouth and know for a fact you've uncorked tobacco-treasure! Tip your sporting section to buy a package of Prince Albert—tobacco that has simply-slammed-satisfaction into wise smokers in every civilized country on the globe! P. A. will meet your desires at every point of the smoke compass whether you jam it into a jimmy pipe or roll cigarettes!

R. J. REYNOLDS TOBACCO COMPANY, Winston-Salem, N. C.

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Libby's tasty,
ready-to-serve foods
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the *particular* hostess. She
serves her guests with dainty,
delicious refreshments without ex-
hausting herself by kitchen work.

Prepared in immaculate
white-tile kitchens, Libby's foods
are truly ready to serve.

Surprisingly Economical.

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